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CITY OF SANTEE **GENERAL PLAN**



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Jim Bartell, Council Member
Lori Howard, Council Member
Randy Volpel, Council Member

CITY MANAGER

Keith Till

CITY STAFF

Douglas Williford, Director of Development Services
Melanie Kush, City Planner
Todd Galarneau, Senior Planner
Sharon Crockett, Associate Planner
Kevin Mallory, Associate Planner
Lisa Mercurio, Junior Planner
Dan Summers, Code Compliance Officer
Sharon Popp, Administrative Secretary
Joann Maides, Secretary
Lisa Miller, Secretary

GENERAL PLAN
CITY OF SANTEE, CALIFORNIA

Prepared for:

City of Santee
10601 Magnolia Avenue
Santee, CA 92071

Prepared by:

Mooney-Lettieri & Associates

Adopted: City Council
Resolution No. 143-84
August 15, 1984

Amended: City Council
Resolution No. 47-85
February 25, 1985
Resolution No. 110-85
May 22, 1985
Resolution No. 210-85
November 13, 1985
Resolution No. 224-85
December 11, 1985
Resolution No. 34-86
February 13, 1986
Resolution No. 53-86
April 9, 1986
Resolution No. 171-86
November 26, 1986
Resolution No. 172-86
November 26, 1986
Resolution No. 38-A-87
March 11, 1987
Resolution No. 95-87
July 8, 1987
Resolution No. 96-87
July 8, 1987
Resolution No. 123-87
August 26, 1987
Resolution No. 165-87
November 12, 1987
Resolution No. 170-87
November 25, 1987
Resolution No. 8-88
January 13, 1988

Resolution No. 68-89
April 12, 1989
Resolution No. 37-90
April 11, 1990
Resolution No. 61-90
May 23, 1990
Resolution No. 68-90
June 13, 1990
Resolution No. 131-91
December 11, 1991
Resolution No. 10-92
February 13, 1992
Resolution No. 31-92
March 25, 1992
Resolution No. 76-92
June 10, 1992
Resolution No. 154-93
September 8, 1993
Resolution No. 168-95
October 11, 1995
Resolution No. 154-97
August 13, 1997
Resolution No. 131-98
July 22, 1998
Resolution 189-99
December 15, 1999
Resolution 36-2000
March 8, 2000



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A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF SANTEE
ADOPTING GENERAL PLAN AMENDMENT GPA92-03 AN AMENDMENT TO THE PUBLIC SAFETY
ELEMENT OF THE GENERAL PLAN REGARDING A HAZARDOUS WASTE MANAGEMENT PLAN
(CITY INITIATED)

WHEREAS, Assembly Bill 2948 (Tanner-1986) authorized counties to prepare a Hazardous Waste Management Plan; and

WHEREAS, on April 10, 1991 the City Council approved the amended Hazardous Waste Management Plan for resubmittal to the State Department of Toxic Substances; and

WHEREAS, on January 13, 1992 the City of Santee received notification of the State's approval of the Hazardous Waste Management Plan from the County of San Diego; and

WHEREAS, on May 5, 1992 the Planning Commission held a duly noticed public hearing on General Plan Amendment 92-03; and

WHEREAS, the Planning Commission has reviewed and considered all information, including the Negative Declaration and all testimony provided during said public hearing; and

WHEREAS, the Planning Commission reviewed the Staff Report, considered all recommendations by staff and public testimony and recommended approval of the Negative Declaration and adoption of General Plan Amendment GPA92-03; and

WHEREAS, on June 10, 1992 the City Council held a duly advertised public hearing on General Plan Amendment GPA92-03; and

WHEREAS, the City Council has reviewed and considered all information including the Negative Declaration provided during said public hearing; and

WHEREAS, the City Council considered the Planning Commission recommendations, all recommendations by staff, and public testimony.

NOW, THEREFORE, BE IT RESOLVED by the City of Santee City Council, after considering the evidence presented at the public hearing, as follows:

Section 1: The GPA92-03 will not result in a significant adverse impact upon the environment and the Negative Declaration dated April 14, 1992 is approved.

Section 2: Revise Policy 6.1 of the Public Safety Element to read:

Policy 6.1 The City shall limit and control the manufacture, storage, treatment, or use of hazardous materials in Santee through the Conditional Use Permit and/or Development Review Permit Process.

ADD:

Policy 6.2 The City shall ensure that off-site hazardous waste treatment facilities are subject to complete and thorough local review pursuant to the adopted review procedures and siting criteria of the San Diego County Hazardous Waste Management Plan, as well as all applicable local review processes.

Section 3: Revise Section 6.5 of the Public Safety Element - Hazardous Materials Review Procedures:

1. The San Diego County Hazardous Waste Management Plan dated May, 1989 (amended June, 1991) and approved by the State of California on October 30, 1991, including all siting criteria and review procedures, is adopted by reference as part of the Public Safety Element of the Santee General Plan and this plan, in conjunction with the Santee Zoning Ordinance and applicable local Building Codes and Fire Codes, shall regulate the manufacture, storage, treatment or use of hazardous materials in Santee.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Santee at a Regular Meeting held this 10th day of June, 1992 by the following vote to wit:

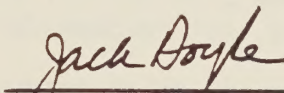
AYES: BARTELL, CLARK, DALE, RYAN, DOYLE

NOES: NONE

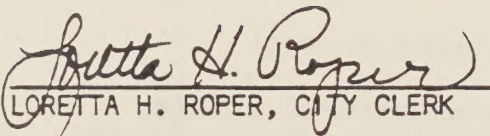
ABSTAIN: NONE

ABSENT: NONE

APPROVED:

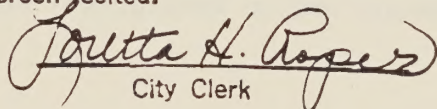

JACK DOYLE, MAYOR

ATTEST:


LORETTA H. ROPER, CITY CLERK

CERTIFICATE OF CITY CLERK

I, Loretta H. Roper, City Clerk of the City of Santee, California, do hereby certify the foregoing to be a true and exact copy of Reso 76-92 duly passed and adopted by the City Council of said City on the date thereon recited.


City Clerk

RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF SANTEE FOR GENERAL PLAN AMENDMENT GPA93-01
A CITY INITIATED REQUEST TO AMEND THE STREET DESIGNATION OF EL NOPAL BETWEEN
WOODPARK DRIVE AND MAGNOLIA AVENUE
IN THE CIRCULATION ELEMENT OF THE GENERAL PLAN
(TM92-04 AND DR92-08)

WHEREAS, the following request to amend the General Plan has been initiated by the City:

To change the street classification of El Nopal Street adjacent to the project from Collector with 64 feet of pavement within an 84 foot right-of-way to Residential Collector with 40 feet of pavement within a 60 foot right-of-way from Magnolia Avenue west approximately 600 feet to Woodpark Drive; and

WHEREAS, the Mitigated Negative Declaration was completed and circulated for a 30-day public review period from June 18, 1993 to July 21, 1993; and

WHEREAS, the July 21, 1993 Planning Commission meeting was continued to August 4, 1993 because a quorum of Commissioners could not attend the meeting; and

WHEREAS, on August 4, 1993 the Planning Commission held a duly noticed and advertised public hearing on General Plan Amendment GPA93-01; and

WHEREAS, the Planning Commission after review of the Staff Report, considered all recommendations by staff and public testimony, and recommended to the City Council approval of the Mitigated Negative Declaration dated June 15, 1993 and GPA93-01; and

WHEREAS, on September 8, 1993 the City Council held a duly advertised public hearing on GPA93-01; and

WHEREAS, the City Council considered the Planning Commission's recommendation, all recommendations by staff, and public testimony.

NOW, THEREFORE, BE IT RESOLVED, by the City of Santee City Council as follows:

Section 1: General Plan and Amendment GPA93-01 will not result in a significant adverse impact upon the environment and the Negative Declaration dated June 15, 1993 is approved.

Section 2: The street classification of El Nopal Street from Magnolia Avenue to Woodpark Drive is hereby changed from Collector to Residential Collector.

RESOLUTION NO. 154-93

PASSED, APPROVED AND ADOPTED by the City Council of the City of Santee at a Regular Meeting held this 8th day of Sept., 1993 by the following vote, to wit:

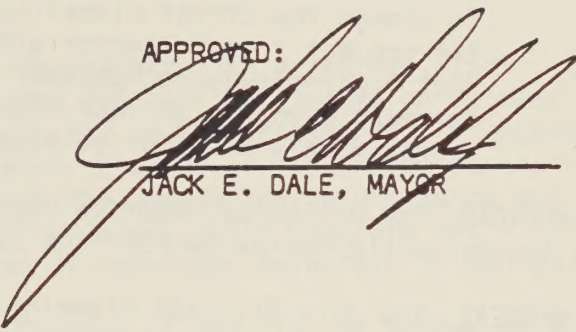
AYES: DALE, FRENCH, RYAN

NOES: BARTELL

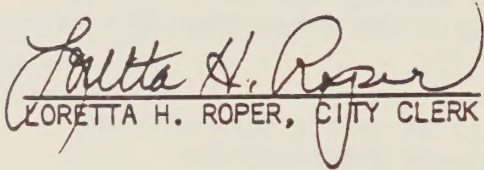
ABSTAIN: NONE

ABSENT: ROMINE

APPROVED:

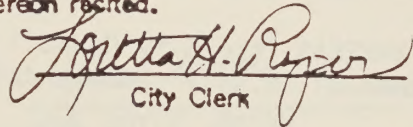

JACK E. DALE, MAYOR

ATTEST:


LORETTA H. ROPER, CITY CLERK

CERTIFICATE OF CITY CLERK

I, Loretta H. Roper, City Clerk of the City of Santee, California, do hereby certify the foregoing to be a true and exact copy of Reso. 154-93 duly passed and adopted by the City Council of said City on the date thereon recited.


City Clerk

RESOLUTION NO. 168-95

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF SANTEE

AMENDING THE LAND USE ELEMENT OF THE SANTEE GENERAL PLAN TO
MODIFY THE 17 ESSENTIAL ELEMENTS FOR THE FANITA RANCH (GENERAL
PLAN AMENDMENT 95-02), LOCATED IN THE EXTREME NORTHERN END OF
THE CITY, NORTH OF THE TERMINUS OF CARLTON HILLS BOULEVARD

APN'S: 374-030-02; 374-050-02; 374-060-01; 374-010-06; 376-020-03;
376-030-01; 378-020-50, 51; 378-030-04; 378-381-49; 378-382-58;
378-391-59; 378-392-61,62; 380-030-18; 380-040-43,44;
380-231-21; and 380-730-22,23

WHEREAS, in November of 1986 the City Council adopted the original Essential Elements to guide the future development of the Fanita Ranch property, and

WHEREAS, on May 23, 1990 the City Council approved a City-initiated General Plan Amendment GPA89-02 which revised the Essential Elements to reflect changes in policy, knowledge and intent regarding the Fanita Ranch; and

WHEREAS, on March 24, 1995 American General submitted a complete application for a General Plan Amendment to revise the 17 Essential Elements for the Fanita Ranch and revised that application on September 18, 1995; and

WHEREAS, an Initial Study and Negative Declaration were prepared which found no potential significant environmental impacts associated with this General Plan Amendment due to the requested Amendment not proposing any increase in the maximum number of dwelling units and impacts from the Amendment would be equal to or less than those anticipated under the current Essential Elements; and

WHEREAS, the Negative Declaration was duly noticed and available for public review from June 4, 1995 to June 24, 1995; and

WHEREAS, there were no public comments received regarding the adequacy of the Initial Study or Negative Declaration during the public review period; and

WHEREAS, on September 27, 1995 and October 11, 1995 the City Council held duly advertised public hearings on General Plan Amendment GPA95-02 ; and

WHEREAS, the City Council considered the Staff Report, all recommendations by staff, and public testimony.

RESOLUTION NO. 168-95

NOW, THEREFORE, BE IT RESOLVED by the City of Santee City Council, after considering the evidence presented at the public hearing, as follows:

Section 1. The Negative Declaration is found complete and in compliance with the provisions of the California Environmental Quality Act.

Section 2. General Plan Amendment GPA95-02 is hereby adopted amending the Land Use Element of the General Plan of the City of Santee as follows:

Section 6.2.2 SPA - (Fanita Ranch)

ESSENTIAL ELEMENTS

3. ~~The plan shall provide housing opportunities to establish a balanced housing mix within Santee. There shall be a maximum of 3,500 dwelling units. A minimum of approximately 70% - 75% of all dwelling units shall be detached units. Detached dwelling units which are at least 3,000 square feet of enclosed living area (excluding garages) and located on minimum half-acre lots and units which are at least 2,000 square feet of enclosed living area (excluding garages) and located on minimum 6,000 square foot lots shall be the predominate dwelling types among all units. All attached units and any detached units on less than 6,000 square foot lots, shall be considered planned residential developments and as such, shall provide common recreation facilities and other common facilities as needed. The plan shall contain a mix of house sizes on lot sizes distributed as follows:~~

6,000 sq. ft. lots - 20 percent of total lots

10,000 sq. ft. lots - 20 percent of total lots

20,000 sq. ft. lots - 60 percent of total lots or greater

6. (Delete)

10. **The Plan shall contain a championship level, minimum 6,800 yard, par 70-75, 18 hole golf course, including support facilities. A hotel/conference complex shall be included in conjunction with the golf-course facility. An alternative plan may also be designed which, in lieu of a golf course and hotel/conference facility, includes a recreational facility based around a man-made lake, using non-reclaimed water, and which is approximately 200 acres in area.**

RESOLUTION NO. 168-95

PASSED, APPROVED AND ADOPTED by the City Council of the City of Santee at a Regular Meeting held this 11th day of Oct., 1995 by the following vote to wit:

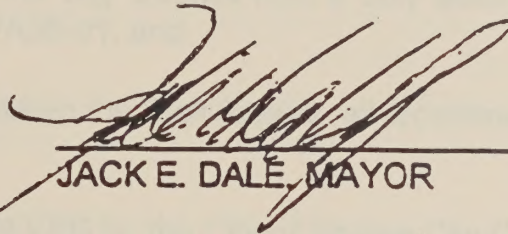
AYES: RYAN, DALE, ROMINE, HOWARD

NOES: BARTELL

ABSTAIN: NONE

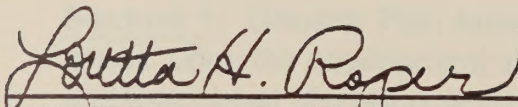
ABSENT: NONE

APPROVED:


A handwritten signature in dark ink, appearing to read "Jack E. Dale", is written over a horizontal line.

JACK E. DALE, MAYOR

ATTEST:


A handwritten signature in dark ink, appearing to read "Loretta H. Roper", is written over a horizontal line.
LORETTA H. ROPER, CITY CLERK

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE,
CALIFORNIA APPROVING THE APPLICATION OF MCMILLIN COMPANIES FOR A
GENERAL PLAN AMENDMENT GPA96-01 TO AMEND THE CIRCULATION
ELEMENT OF THE GENERAL PLAN TO CHANGE THE STREET CLASSIFICATION
OF MAGNOLIA AVENUE NORTH OF PRINCESS JOANN ROAD FROM A MAJOR
ROAD TO A COLLECTOR STREET
APN: 378-190-10, 12 AND 13, 378-230-05 AND 02, AND 378-160-02
(RELATED PROJECT NUMBERS TM96-01, DR96-04 AND V96-07)**

WHEREAS, the following request to amend the Land Use Element of the General Plan has been received as follows:

A request by McMillin Companies to amend the Circulation Element of the General Plan to change the street classification of Magnolia Avenue north of Princess Joann Road from a Major Road (102 feet of right-of-way) to a Collector Road (84 feet of right-of-way); and

WHEREAS, on August 13, 1997 the City Council held a duly advertised public hearing for General Plan Amendment GPA96-01; and

WHEREAS, the City Council considered the Staff Report, all recommendations by staff and public testimony.

NOW, THEREFORE, BE IT RESOLVED by the City of Santee City Council, after considering the evidence presented at the public hearing, as follows:

Section 1: General Plan Amendment GPA96-01 will not result in a significant adverse impact upon the environment and the Mitigated Negative Declaration dated June 9, 1997, and associated Mitigation Monitoring Program attached to the Resolution for Tentative Map TM96-01 as Exhibit "A" is approved.

Section 2: The street classification of Magnolia Avenue north of Princess Joann Road within the Circulation Element of the General Plan is hereby changed from Major Road with 102 feet of right-of-way to a Collector Street with 84 feet of right-of-way.

RESOLUTION NO. 154-97

ADOPTED by the City Council of the City of Santee, California at a regular meeting held this 13th day of August, 1997 by the following roll call vote to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

PPROVED:

JACK E. DALE, MAYOR

ATTEST:

Richel Thaler

RICHEL THALER, CITY CLERK

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE,
CALIFORNIA APPROVING THE REQUEST BY ALBERTSON'S, INC
FOR GENERAL PLAN AMENDMENT GPA98-02 TO AMEND SECTION 6.1 OF THE
LAND USE ELEMENT AND THE LAND USE DESIGNATION ON TWO PARCELS OF
LAND ON MAGNOLIA AVENUE AT ROCKVILLE STREET TO ADD A
COMMERCIAL-LIGHT INDUSTRIAL OVERLAY LAND USE DESIGNATION
APN: 384-470-32 AND 33
(RELATED CASE: ZONE RECLASSIFICATION R98-02)**

WHEREAS, on May 4, 1998, a request to amend the General Plan and Zoning Ordinance was received as by the property owner, Albertson's, and applicant, Western Devcon, Inc. to amend the land use designation and zoning on two parcels of land totaling approximately 9.27 acres, known as Assessors Parcel Numbers 384-470-32 and 384-470-33, located on the east side of Magnolia Avenue at Rockvill Street from General Commercial to Light Industrial; and

WHEREAS, on May 26, 1998 the application was deemed complete and the Director of Development Services scheduled this item for a public hearing in accordance with Section 17.040.100 of the Santee Municipal Code; and

WHEREAS, on June 16, 1998, Western Devcon withdrew its application; and

WHEREAS, on June 17, 1998, Albertson's requested the public hearing on the application be continued to allow the property owner to negotiate with a new buyer; and

WHEREAS, on June 23, 1998, Albertson's requested that the item be continued to the July 22, 1998 City Council meeting; and

WHEREAS, on June 24, 1998 the City Council continued the public hearing on General Plan Amendment GPA98-02 and Zone Reclassification R98-02 to July 22, 1998; and

WHEREAS, on July 22, 1998 the City Council held a duly advertised public hearing on General Plan Amendment GPA 98-02 and Zone Reclassification R98-02; and

WHEREAS, the City Council considered the Staff Report, all recommendations by staff and public testimony.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Santee, after considering the evidence presented at the public hearing, as follows:

Section 1: General Plan Amendment GPA98-02 and Zone Reclassification R98-02 will not result in a significant adverse impact upon the environment and the Negative Declaration dated June 30, 1998 is approved.

Section 2: Section 6.1 of the Land Use Element of the General Plan is amended to include the following:

COMMERCIAL-LIGHT INDUSTRIAL OVERLAY

The Commercial-Light Industrial Overlay is intended to allow opportunities for development of light industrial uses in combination with general commercial uses and activities. Such uses shall be located in transitional areas that provide a compatible mix of general commercial and light industrial uses. Development proposed under this designation is required to undergo site plan review as required by the Municipal Code.

Section 3: The land use designation on two parcels of land totaling approximately 9.27 acres of land known as APN 384-470-32 and 33, and shown on the attached Exhibit A is hereby changed from General Commercial to General Commercial with a Commercial-Light Industrial Overlay. The two parcels are located on the east side of Magnolia Avenue at Rockvill Street.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Santee, California at a Regular Meeting held this 22nd day of July, 1998 by the following roll call vote to wit:

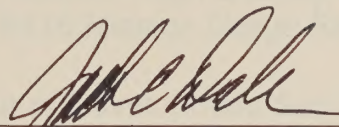
AYES: DALE, RYAN, VOEPEL

NOES: BARTELL

ABSTAIN: NONE

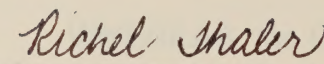
ABSENT: HOWARD

APPROVED:



JACK E. DALE, MAYOR

ATTEST:



RICHEL THALER, CITY CLERK

s:\mmay\GPA98-02\GPAreso

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE,
CALIFORNIA APPROVING THE APPLICATION OF LOWE'S HIW, INC. FOR A
GENERAL PLAN AMENDMENT GPA99-03 TO AMEND THE LAND USE ELEMENT
OF THE SANTEE GENERAL PLAN TO CHANGE THE LAND USE DESIGNATION OF
A 19.6 ACRE SITE LOCATED AT 9416 MISSION GORGE ROAD FROM MEDIUM-
HIGH DENSITY RESIDENTIAL TO GENERAL COMMERCIAL**

APN: 381-040-19

(RELATED CASE FILES: P99-11; R99-02 AND V99-13)

WHEREAS, on October 11, 1999 Lowe's HIW, INC. submitted a complete application for a request to amend the Land Use Element of the Santee General Plan to allow a change in the Land Use Designation from Medium-High Density Residential to General Commercial on a 19.6 acre site located at 9416 Mission Gorge Road; and

WHEREAS, on October 25, 1999 the Director of Development Services set the Item for a public hearing in accordance with Section 17.04.100 of the Santee Municipal Code; and

WHEREAS, on December 15, 1999 the City Council held a duly advertised public hearing on GPA99-03; and

WHEREAS, the City Council considered the Staff Report, all recommendations by staff and public testimony.

NOW, THEREFORE, BE IT RESOLVED by the City of Santee City Council, after considering the evidence presented at the public hearing, as follows:

Section 1: The General Plan Amendment GPA99-03 will not result in a significant adverse impact upon the environment and the Mitigated Negative Declaration dated October 27, 1999 and associated Mitigation Monitoring Program attached to the Resolution for P99-11 as Exhibit "A" is approved.

Section 2: The requested amendment to change the land use designation on a 19.6 acre site located at 9416 Mission Gorge Road (APN: 381-040-19) from Medium-High Density Residential to General Commercial is hereby approved.

RESOLUTION NO. 189-99

ADOPTED by the City Council of the City of Santee, California, at a regular meeting held this 15th day of December, 1999 by the following roll call vote to wit:

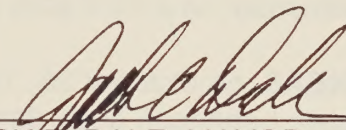
AYES: RYAN, BARTELL, VOEPEL, HOWARD

NOES: DALE

ABSTAIN: NONE

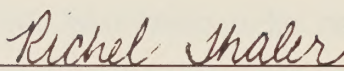
ABSENT: NONE

APPROVED:



JACK E. DALE, MAYOR

ATTEST:



RICHEL THALER, CITY CLERK

RESOLUTION NO. 36-2000

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE,
CALIFORNIA APPROVING THE APPLICATION OF SOUTHERN CALIFORNIA
HOUSING DEVELOPMENT CORPORATION FOR A GENERAL PLAN AMENDMENT
GPA99-04 TO AMEND THE LAND USE DESIGNATION ON THREE PARCELS
(0.47 ACRE) FROM NEIGHBORHOOD COMMERCIAL TO MEDIUM HIGH DENSITY
RESIDENTIAL FOR THE PROPERTY LOCATED
AT 11112 TO 11117 WOODSIDE AVENUE
APN's 381-096-13, 14 AND 15
(RELATED TO PROJECTS R99-03, DR99-06, V99-16, V99-17 AND V99-18)

WHEREAS, on December 30, 1999 Southern California Housing Development Corporation submitted General Plan Amendment GPA99-04 to change the land use designation on three parcels (0.47 acres) developed with apartments from Neighborhood Commercial to R-14 (14 to 22 dwelling units per gross acre) located at 11112 to 11117 Woodside Avenue between Shadow Hill Road and Northcote Road; and

WHEREAS, on January 24, 2000 the application was considered complete and the Director set the item for a public hearing on March 8, 2000; and

WHEREAS, on March 8, 2000 the Santee City Council held a duly advertised public hearing for General Plan Amendment GPA99-04, Zone Reclassification R99-03, Development Review Permit DR99-06, Variance V99-16, Variance V99-17 and Variance V99-18; and

NOW, THEREFORE, BE IT RESOLVED by the City of Santee City Council, after considering the evidence presented at the public hearing, as follows:

Section 1: General Plan Amendment GPA99-04 will not result in a significant adverse impact upon the environment and the Mitigated Negative Declaration dated February 2, 2000, and associated Mitigation Monitoring Program attached to the Resolution for Development Review Permit DR99-06 as Exhibit "A" is approved.

Section 2: The Land Use Designation on approximately 0.47 acres known as APN's 381-096-13, 14, and 15 and shown in the attached Figure 1 is hereby changed from Neighborhood Commercial to Medium High Density Residential (14 to 22 dwelling units per gross acre)

RESOLUTION NO. 36-2000

ADOPTED by the City Council of the City of Santee, California at a Regular Meeting held this 8th day of March, 2000 by the following roll call vote to wit:

AYES: RYAN, HOWARD, VOEPEL, BARTELL

NOES: NONE

ABSTAIN: NONE

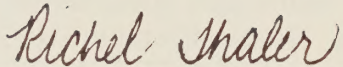
ABSENT: DALE

APPROVED:



JACK E. DALE, MAYOR
By HAL RYAN, VICE MAYOR

ATTEST:



RICHEL THALER, CITY CLERK

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COMMUNITY DEVELOPMENT

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INTRODUCTION

INTRODUCTION

1.0 SUMMARY

The City of Santee is located in Central San Diego County about 18 miles east of downtown San Diego. Santee is bordered on the west and southwest by the City of San Diego, on the south by the City of El Cajon, on the north by San Diego County lands and on the east by the unincorporated communities of Lakeside and Eucalyptus Hills. The area surrounding Santee exhibits scenic undisturbed hills and ridgelines. The San Diego River flows through the central portion of the City providing another example of the rich natural history of the region that still exists today. Figure 1., the Regional Location Map illustrates this setting.

Easy driving distance to employment centers, availability of affordably priced housing and the pleasant natural surroundings have all contributed to making Santee one of the fastest growing communities in the state. In fact, the population of Santee has grown from 34,000 persons in 1975 to the more than 45,000 persons who reside in the City today.

The transition from a rural community to an urbanized one has not come without problems associated with rapid development including the impacts related to:

- . School overcrowding,
- . Traffic congestion,
- . Protection of natural resources (hillsides, watercourses, etc.),
- . Community appearance and identity, and
- . Lack of integration of new development with Santee's heritage.

In order to gain local control over issues relating to the rate of development and community form and organization, the citizens of Santee voted to incorporate in December of 1980. As a relatively young city, one of the first goals was the adoption of a General Plan that would set a clear direction for the future of the community. This document presents the General Plan for the City of Santee and gives the citizens an opportunity and a means to achieve a desired future.

2.0 PURPOSE

The General Plan is a statement of intent by the City as to the future development of the community. Included as part of this comprehensive statement are goals and objectives which set specific direction and commitments to action. The General Plan also provides the mechanisms to achieve desired community goals and objectives through a coordinated implementation program.



Prepared by: Mooney-Lettieri & Associates

CITY OF SANTEE GENERAL PLAN



FIGURE 1

REGIONAL LOCATION

This comprehensive plan and associated implementation procedures have been developed by a thorough examination of the opportunities and constraints presented by the natural environment and which seek to maintain and improve the "quality of life" in the community. The General Plan is a dynamic document in that it can and should be revised/updated on a regular basis to respond to changing community goals, physical resources and social concerns.

The preparation of the General Plan also responds to requirements set forth by the State of California Government Code Section 65300 (et.seq.) which states that each "city shall adopt a comprehensive, long-term, General Plan for the physical development of the (County or) City..." Further, Government Code Section 65302 continues that, "The General Plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards and plan proposals." The Government Code identifies nine required Elements of a General Plan as follows:

1. Land Use Element
2. Circulation Element
3. Housing Element
4. Conservation Element
5. Open Space Element
6. Seismic Safety Element
7. Public Safety Element
8. Noise Element
9. Scenic Highways Element

As provided for in State law, the City of Santee has chosen to prepare three additional Elements, which are equally as binding upon adoption. They are:

1. Community Design Element
2. Recreation Element
3. Trails Element

3.0 ORGANIZATION

The General Plan is divided into six major sections, they are:

- . Introduction - describes the purpose and organization of the plan.
- . Community Development - includes the Land Use Element, Housing Element, Circulation Element, Recreation Element, and Trails Element. This section addresses the essential development and improvement of land for public and private uses and facilities. It promotes a balance of land uses and housing opportunities, establishes a safe system of movement and public parks and recreation opportunities.
- . Resource Management - includes the Conservation Element and Open Space Element. These Elements provide for the protection and wise management of Santee's wealth of natural

resources. Vegetation, wildlife habitat, watercourses and floodplains, cultural sites and open space are covered.

- . Public Health and Safety - includes the Noise Element, Seismic Safety Element and Public Safety Element. This section provides for the overall protection of residents from natural and man-induced hazards in the City. It covers hazards related to: Seismic conditions, floods, geology and soils, noise, aircraft operations, crime and large scale disasters.
- . Community Design - includes the Scenic Highways Element and Community Design Element. These Elements set forth measures to maintain and enhance the appearance, image and function of the City. They play a key role in strengthening the identity of the City and provide design guidelines within design sensitive areas of the City.
- . Glossary - provides a list of the terminology used in the Plan to convey a clear meaning and intent.

Each of the General Plan Elements has been organized to allow the reader to obtain desired information quickly and easily. Maps are provided to illustrate the spatial distribution of applicable policies, natural factors and socio-cultural Elements. The Element format is:

1. Introduction - includes the purpose and summary.
2. Existing Conditions - presents the data base.
3. Needs - statement of identified concerns.
4. Goal - defines the overall needs and desires for the City.
5. Objectives and Policies - establishes clear commitments and action guidelines for the City.
6. Implementation - sets forth a coordinated set of measures to set the General Plan into action.

It is important that the Elements are recognized and used as interrelated sections of an overall comprehensive plan. The General Plan has been prepared to be internally consistent to avoid conflicting recommendations and to provide a systematic approach to decision making.

The Technical Appendix to the General Plan has been prepared as a separate document. It contains related technical studies, and statistics upon which some of the General Plan analysis was based. In addition, a list of selected major sources used in preparing the General Plan are provided.

COMMUNITY DEVELOPMENT

LAND USE ELEMENT
HOUSING ELEMENT
CIRCULATION ELEMENT
RECREATION ELEMENT
TRAILS ELEMENT

LAND USE ELEMENT

1.0 INTRODUCTION

1.1 Summary

Santee is a community in transition from its rural heritage to an urbanized city. It is located in one of the most rapidly growing areas of the nation. Because of its location and physical environment, the City is experiencing significant pressures for rapid population growth and development. Development needs to be carefully directed towards making a positive contribution to all sectors of the existing community.

The Land Use Element is the product of an extensive study process. It is the culmination of comparison and selection of various land use alternatives. Furthermore, the Land Use Plan represents the most appropriate alternative that is consistent with the overall community goals established for the natural environment and socio-economic concerns.

1.2 Purpose

The Land Use Element establishes a framework to direct the physical development of the City and form the organization of the City's environment. The Land Use Plan (located in the pocket on the back cover) indicates the intentions for the development, redevelopment, growth and preservation of public and private properties within Santee through the year 2000. The Element establishes the function and form of the City because it is a composite statement of the goals, objectives, policies and programs of the other Elements of the General Plan. It serves as the primary vehicle for ensuring the logical organization of residential, commercial, industrial and public facilities, and for encouraging the timely provision of public facilities to meet the needs of the community.

The Land Use Element provides public decision-makers and private citizens with a means for obtaining a clearer understanding of the long-range intentions of the City. As a result, both public and private land use decisions made on a daily basis can be based on a stable overall framework established for the City.

1.3 Authorization

State Planning Law requires cities and counties to set forth goals, objectives, policies and program proposals for the long term physical development of the community. Government Code Section 65302(a) requires preparation of a Land Use Element which designates the proposed general distribution and general location of the uses of land for housing, business, industry, open space, education, public buildings and grounds, and other categories of public and private uses of land.

2.0 EXISTING CONDITIONS

2.1 Settlement Pattern

The City of Santee encompasses about 17 square miles (10,550 acres) in central San Diego County. It is located approximately 18 miles east of downtown San Diego. The Vicinity Map, Figure 2, illustrates the location of Santee in this context.

Originally, Santee was a rural area known for its dairies, ranches and vineyards which were developed along the San Diego River. As transportation facilities were introduced to the area, such as the railroad, Mission Gorge Road and Highway 67, housing gradually began to develop around the San Diego River corridor.

In 1956, the estimated population was 1,975 persons residing in 532 dwelling units. During this period, the middle to late 1950's, the Santee area supported 31 industrial and commercial businesses. During the 5 year period from 1956 to 1961, the Santee area experienced the development of 3,950 new homes, and 170 new businesses. By 1961, in association with the rapid development that included the development of the Carlton Hills area, the population had grown to approximately 11,400 persons.

The community grew moderately to 1965 when there were 4,684 dwelling units and 308 commercial and industrial developments. By 1970, the Santee area had again experienced a substantial population growth. The estimated population in 1970 was 27,000 persons and the total residential units, including both single family houses and mobile homes, increased in number to 8,570. During the 5 year period from 1965 to 1970, 3,886 residences had been established. From 1970 to 1975, the Santee population rose from 27,000 persons to 34,000 persons. Total dwelling units were approximately 11,300 and commercial and industrial developments increased to 448.

In December 1980, the City of Santee was officially incorporated.

2.2 Santee Today

2.2.1 Population Characteristics

As of May, 1982, the City of Santee supported a population of approximately 45,000 persons housed in 15,200 dwelling units. These counts were based on a land use inventory undertaken by the City, Housing Element estimates, Fire District dwelling unit tabulations and 1980 census data.

The average household size in Santee is 2.96 persons/dwelling unit. This compares to a San Diego County average of 2.62 persons/dwelling unit. The average age of persons residing in Santee is 27.6 years, while the County of San Diego has a populace whose average age is 28.8 years.

FIGURE 2



The median household income for Santee, according to the 1980 Census is \$20,948, whereas the median income in San Diego County is \$17,017.

2.2.2 Public Services

The Santee School District currently operates 10 elementary schools, 9 of which are located within the City limits. Santana High School, El Cajon Valley High School and Grossmont High School, all operated by the Grossmont Union High School District, also serve the area. Community college services are provided by the Grossmont Community College which is located directly to the south of the City boundary along Fanita Drive.

Fire protection, emergency medical assistance and paramedics are provided by the Santee Fire Protection District. The City is within the Grossmont Hospital District. (See Public Safety Element.)

The Serra Cooperative Library System, in conjunction with the County of San Diego, operates a public library in Santee located on Mission Gorge Road.

Police protection is presently contracted through the San Diego County Sheriff's Department. (See public Safety Element).

Water and sewage treatment facilities are provided to the City by the Padre Dam Municipal Water District. Solid waste disposal is provided by private collection service and the County of San Diego operates a landfill near the northwest section of Santee and the proposed extension of Mast Boulevard.

2.2.3 Land Use Inventory

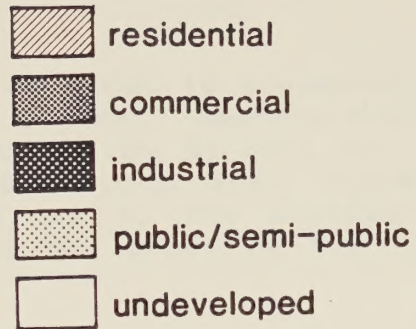
In March 1982, a land use inventory was undertaken by the City to determine the location of general land use types in the City and gross developed area by land use type. Table 1 presents a breakdown of the approximate existing developed acreage within the City.

The existing land use pattern in the City is illustrated on the Existing Land Use map, Figure 3. A brief summary follows:

Residential Land Use

Residential uses in Santee are primarily composed of single family detached units on standard subdivision (6,000 sq. ft.) lots. In fact, Table 1 reveals that over half of the developed acreage in Santee is in single family housing uses. This type of residential development is found in all sections of the City, but it is particularly dominant north of the San Diego River. Multi-family housing and mobile homes provide the balance of housing in the City today.

EXISTING LAND USE



Source: City of Santee

Prepared by: Mooney-Lettieri & Associates

[illegible]

CITY OF SANTEE GENERAL PLAN

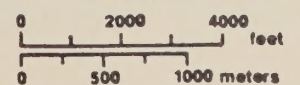
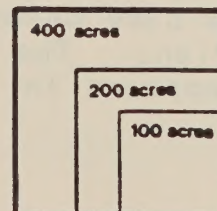
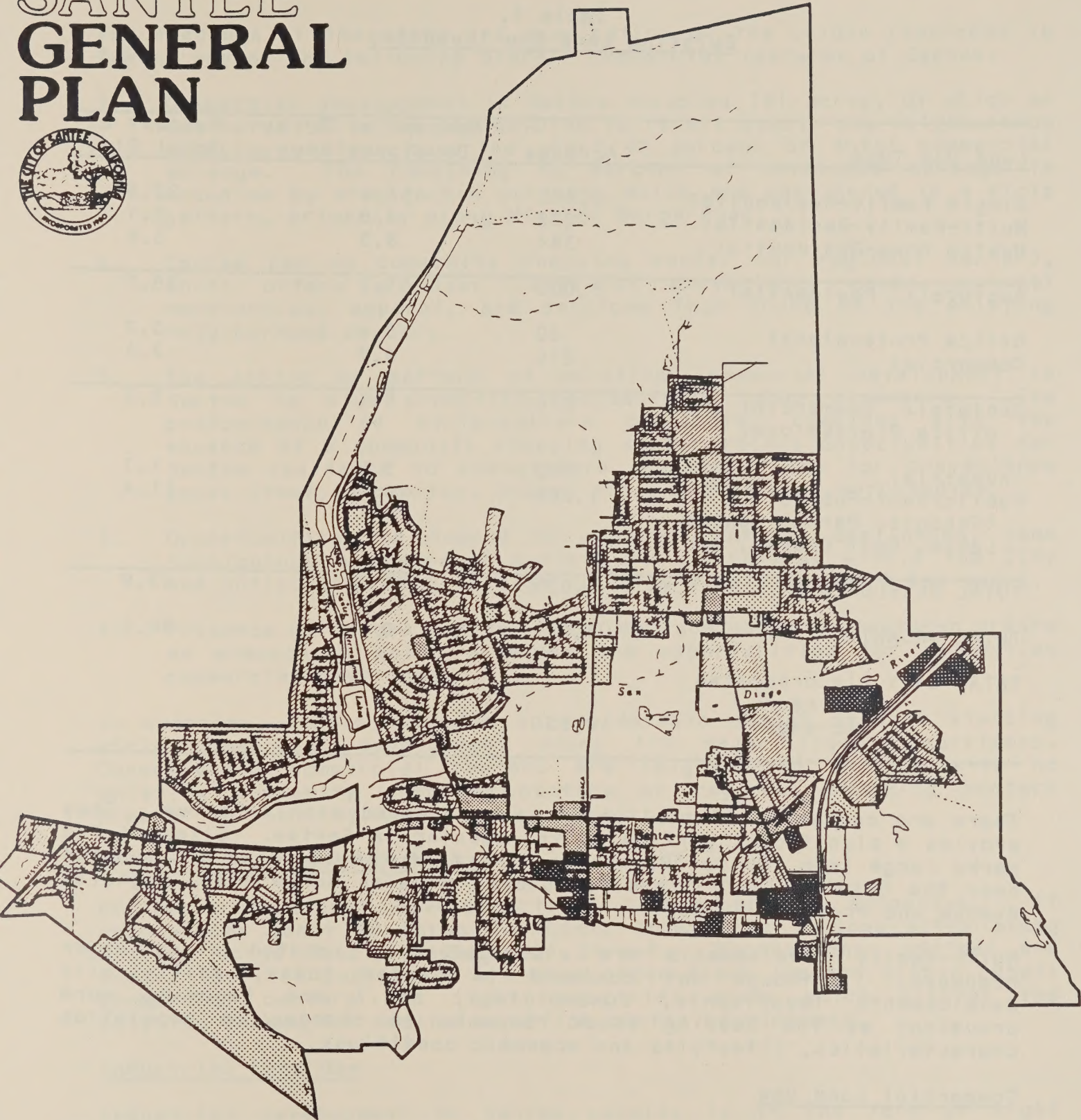


Table 1.
Existing Land Use Inventory

<u>Land Use Type</u>	<u>Acreage</u>	<u>Percent of Total Developed Area</u>	<u>Percent of Total City</u>
Single Family-Residential	2,403	51.9	22.8
Multi-Family-Residential	222	4.8	2.1
Mobile Home-Residential	384	8.3	3.6
Subtotal: Residential	3,009	65.2	28.5
Office Professional	20	0.4	0.2
Commercial	216	4.7	2.1
Subtotal: Commercial and Office Professional	236	5.1	2.3
Industrial	182	3.9	1.7
Public/Semi-Public (Schools, Parks, Santee Lakes, Golf Course, etc.)	1,206	26.0	11.4
TOTAL DEVELOPED	4,633	100.0	43.9
TOTAL VACANT	5,917	0	56.1
TOTAL CITY (Incorporated Boundary Acreage)	10,550		

There are currently 12 mobilehome parks located within Santee. They provide a significant portion of the housing in Santee. Sizes of the parks range from 108 to 395 spaces. Most of the 12 parks are located near the City's highly traveled roads: Mission Gorge Road, Magnolia Avenue and Prospect Avenue.

Multi-family developments are also generally located along major roadways. Although not dominant in Santee today, multi-family developments (apartments, condominiums, etc.) are becoming more prevalent as the housing stock responds to changes in population characteristics, lifestyles and economic conditions.

Commercial Land Use

A preliminary market analysis of existing and potential commercial development in the City of Santee was undertaken as part of an update to the General Plan. The report entitled, Preliminary Commercial Market Analysis, appears in its entirety in the Technical Appendix to the General Plan.

The findings of the study and examination of the unique resources in Santee reveal the following overall commercial features of Santee:

1. Commercial development in Santee occupies 181 acres, of which an estimated 143 acres are devoted to retail uses. Six neighborhood shopping centers comprise about 40 percent of total commercial acreage. The remaining 60 percent of developed acreage is occupied by stand-alone outlets, which are configured in a strip pattern, primarily along Mission Gorge Road.
2. Santee has no community shopping center (or regional center), which offers a wider range of convenience goods, general merchandise, apparel, and services than found at the existing neighborhood centers.
3. The siting or pattern of existing commercial development in Santee is also prompting residents to shop elsewhere. The predominance of strip-pattern commercial combined with the absence of a community shopping center reduce opportunities for Santee residents to consolidate shopping trips for convenience goods (food, groceries, drugs, etc.) and general merchandise.
4. Opportunities and demand for general retail, appliances, home furnishings and apparel outlets is substantial within the City and anticipated to grow significantly within the next few years.
5. Presence of unique natural resources and physical features create an atmosphere which enhances the opportunities for recreation commercial development.

In overview, Santee exhibits a considerable amount of free standing strip commercial development along its major traffic corridors. Consolidated commercial centers are neighborhood serving with no existing community shopping centers or regional shopping centers present in the City today.

Office Professional Land Use

Office professional development in Santee is not extensive. It encompasses about 20 acres in total, located at various sites along Mission Gorge Road and Cuyamaca Street. Professional offices and support service businesses are also often times located within retail commercial centers and light industrial areas which dilutes the existing demand for exclusive office center development.

Industrial Land Use

Industrial development in Santee usually is in the form of light industrial uses which are characterized by assembly, electronics, research and development and light warehousing uses.

Industrial uses are predominantly found in two areas of the City:

1. South-central along Prospect Avenue, Magnolia Avenue and Cuyamaca Street, and
2. North of Woodside Avenue along the San Diego River corridor.

Public/Semi-Public Land Uses

These uses are composed of schools, public and private parks and churches. They cover a considerable portion of the developed acreage in the City.

Mission Trails Regional Park, Mast Park, Woodglen Vista Park, Big Rock Park and the Carlton Oaks Golf Club provide extensive recreational open space. The schools provide partially developed open space. The Santee Lakes Recreational Area, operated by the Padre Dam Water District, also provides recreational open space lands. (See the Recreation Element for a full description of these facilities.)

Vacant Land

Over half the area of the City of Santee is currently vacant. Parcels which comprise the primary vacant areas are undeveloped canyons and hillsides in the north (Fanita Ranch), southeast (Sky Ranch) and steeply sloped and rolling terrain in the southwest portions of the City. A significant portion of vacant acreage is also found along the San Diego River corridor including: the floodway, the floodplain and large relatively developable parcels (Edgemoor, Grossmont Union School District, etc.).

3.0 NEEDS

3.1 Land Use Compatibility

Compatibility between adjacent land uses in the City is of extreme importance to achieve a safe, efficient and well organized community.

To minimize conflicts, land uses must be located in a pattern that considers generic land use characteristics, limitations and requirements such as; traffic and access, noise, public services, siting and visual appearance, and public safety. Land uses that exist in a potentially incompatible situation should be considered for relocation or remedial setback and/or buffering treatments.

Enhancing compatibility between land uses can be achieved through locating uses together that have mutual public service and site planning needs assessment. For example, consolidation of scattered industrial uses into an industrial park development can utilize provision of common access, public services and site planning requirements.

Figure 4, Adjacent Land Use Compatibility Guide, indicates the basic compatibility between various land use types that could be located in Santee. This assessment should be included as part of the information used to make land use determinations in the City.

	hillside residential	single-family residential	multi-family residential	neighborhood commercial	general commercial	office professional	light industrial	general industrial	public
hillside residential									
single-family residential									
multi-family residential									
neighborhood commercial									
general commercial									
office professional									
light industrial									
general industrial									
public									

- indicates land use compatibility assuming inclusion of typical site planning features
- indicates potential land use incompatibilities that may be fully mitigated by site planning features
- indicates inherent land use incompatibilities that can only be partially mitigated by site planning features

Prepared by: Mooney-Lettieri & Associates

FIGURE 4



3.2 Public Services

To ensure public safety and maintenance of the quality of life in Santee, future population growth and development should be consistent with existing and planned public services. Additionally, any new development should not cause an economic burden on the City and should provide for a fair share of the public costs incurred by the development.

3.3 Natural and Man-Induced Hazards

In conjunction with the other Elements of the General Plan (especially Seismic Safety, Public Safety and Conservation) the Land Use Plan should culminate in a pattern of land uses that address the concerns of the health, safety and welfare of the public. The plan should minimize exposure of people and improved property to natural and man-made hazards and maintain minimal levels of risk where complete mitigation of hazards cannot be achieved.

3.4 Regional Perspective

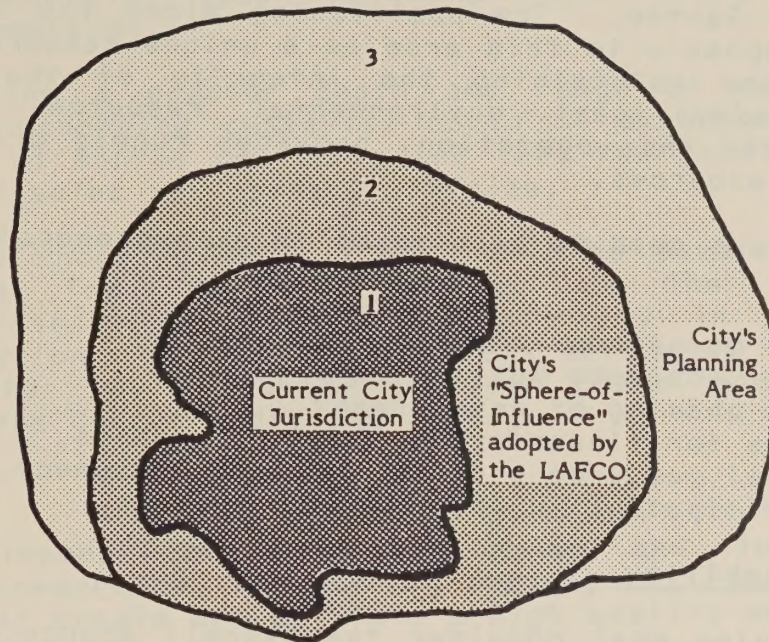
Many of the planning issues which Santee faces are regional in nature and are not functionally related to political boundaries. Some of the major issue areas where regional concerns are most evident are:

- . Flood Control/Hydrology,
- . Circulation Pattern,
- . Resource Protection,
- . Housing, and
- . Economic Development

According to the government Code Section 65300, the local jurisdiction should consider any area outside of it's incorporated boundaries that "bears relation to its planning." As part of the General Plan process, a Planning Area is established to define such an area. Clearly, the Planning Area must be strategically located and should encompass territory beyond that which may ultimately be annexed by the City. Land intended for future annexation by the City must be included within a Sphere of Influence as adopted by the Local Agency Formation Commission (LAFCO) as the "probable ultimate physical boundaries and service area of a local governmental agency" (Government Code Section 54774). A city must have an adopted General Plan to have a Sphere of Influence adopted by LAFCO.

Figure 5 illustrates the relationship between the Planning area and the Sphere of Influence.

Figure 5. Relationship Between a City's Planning Area and Sphere-of-Influence



1. Incorporated Territory: land use controlled by the city.
2. Unincorporated Territory: to be ultimately annexed and served by the city. Land use controlled by county in formal consultation or by joint action with the city.
3. Unincorporated Territory: not to be annexed and served by the city, but bearing some relation to the city's planning. Land use controlled by county in consultation with the city.

source: general plan guidelines,
state of california, 1982.

3.5 Areas for Special Study

Over half the acreage in Santee today is undeveloped. As such, the City is presented with major opportunities for the future as well as potential inappropriate development of these areas. The most significant of these undeveloped areas are the Fanita Ranch in the north and the Edgemoor site along the San Diego River.

The Fanita Ranch (2,370 acres) exhibits a wide variety of topography, scenic resources, vegetation resources and significant habitats. It is the largest single ownership area in the City. Potential natural hazards with regard to slope stability and geologic resources also exist within this area.

The Edgemoor site (which is in public ownership) and adjacent vacant properties to the west form a significant block of vacant land in the central core of Santee. The positioning along the San Diego River corridor adds emphasis to this area as a unique resource in the City. Concerns here are maintaining the integrity of the natural river system as a significant environmental resource which supports sensitive habitats and vegetation, provides runoff drainage and high quality scenic resources.

Both of these areas need to be planned in a comprehensive manner which addresses:

- . Designation of appropriate land uses,
- . Provision of adequate public facilities,
- . Appropriate phasing of development,
- . Requirements for financing public improvements,
- . Environmental resource protection and enhancement, and
- . Public participation in the planning process.

3.6 Economic Viability

Land use strategies must consider the overall economic viability and stability in the City. Diversity of land use types, properly located and designed, can offer long term economic stability for the City. Of particular concern in Santee is:

- . Improvement of retail sales performance,
- . Provision of diverse and attractive housing stock,
- . Increase in diversity and number of employment opportunities,
- . Enhancement of the San Diego River corridor to act as a focal point/attractor, and
- . Provision of opportunities for recreation related commercial development which could relate to the wide array of natural features and close proximity to the major visitor attractions of the City of San Diego.

The Preliminary Commercial Market Analysis report (see the Technical Appendix), prepared as part of the General Plan process, assessed existing conditions in the City and made determinations about future market support potential. A summary of those findings, which follows, is indicative of the overall commercial land use needs in the City in terms of desirability and feasibility. The study findings concluded:

1. The amount of additional commercial development that could be supported by the expenditures of existing and future residents of Santee is conservatively estimated to be 15 acres by 1990 and 57 acres by the year 2000.
2. By 1985-1990, demand for commercial goods and services by Santee residents is projected to be sufficient to support development of a small community shopping center (4-10 acres), having at least one general retailer and a supermarket as the principal tenants, plus 2-4 additional neighborhood shopping centers having a supermarket and/or major drug store as the principal tenant(s).

During the period 1990-2000, adequate demand will exist to enable development of at least one large community center (or possibly two smaller centers), plus 1-2 extra neighborhood centers and other commercial uses including major stand-alone outlets or strip commercial.

3. By offering a greater depth and range of merchandise, a new community shopping center(s) could be expected to capture more spending of Santee residents and thus increase per capita retail sales and sales tax revenue citywide.
4. Community shopping facilities should be developed as part of a mixed-use Town Center, serving as the hub of retail, office/professional, and civic activity in the City. Such consolidation of commercial outlets and other activities at the Town Center would promote consumer convenience and access and enhance the Center's drawing power.

4.0 GOAL

Promote development of a well-balanced and functional mix of residential, commercial, industrial, open space, recreation, and civic uses which will create and maintain a high quality environment.

5.0 OBJECTIVES AND POLICIES

Objective 1.0

Promote development of a Town Center which includes retail commercial, office/professional, civic center, recreational and other appropriate uses to establish a focal point for the City.

Policy 1.1 The City shall initiate and adopt, by 1985, a Master Plan for a Town Center as designated on the Land Use Plan that includes:

1. The pattern and intensity of proposed land uses.
2. The location and standards for circulation and other transportation facilities.
3. The type and location of public facilities.
4. The location and function of open space and resource conservation areas.
5. Design concepts, principles and prototypes for site planning, roadways, landscaping, grading, lighting and signage.
6. An assessment of the fiscal impact and viability of proposed commercial land uses.
7. An implementation plan including land use strategies, financial mechanisms, engineering considerations and promotion.

Policy 1.2 The City shall, at the earliest possible date, determine facilities needs for civic uses such as city offices, police, fire and library services that could be included within the Town Center site.

Policy 1.3 The City shall encourage a public/private partnership in the development and implementation of the Town Center Master Plan.

Policy 1.4 The City shall ensure through appropriate zoning and other measures that development proposals within the Town Center site, approved prior to the establishment of an overall Town Center Plan, do not preclude the timely and orderly implementation of the Plan.

Objective 2.0

Allow for the development of a wide range of housing types in the City.

Policy 2.1 The City should promote the use of innovative site planning techniques that contribute towards provision of a variety of residential product styles and designs.

Policy 2.2 The City should encourage planned residential and/or planned unit developments, except within single family designations, that provide adequate open space, recreational facilities, off-street parking, interior circulation patterns and other amenities and facilities. (Amended by Resolution No. 8-88, adopted January 13, 1988)

Policy 2.3 The City should permit manufactured and modular housing developments as alternative housing opportunities when appropriate public services and compatible adjacent land uses are present.

Policy 2.4 The City should promote inclusion of housing opportunities in the Town Center designation as part of a mixed use concept.

Policy 2.5 The City shall include a density bonus provision to the new zoning ordinance, which will permit higher densities for assisting mobilehome park development, in order to conform with the objectives of the Housing Element and the Community Design Element, subject to consistency with other Elements of the Santee General Plan.

Objective 3.0

Provide and maintain the highest level of service possible for all community public services and facilities.

Policy 3.1 The City should ensure that land divisions and developments are approved within the City only when a project's improvements, dedications, and fees to the City and other agencies fully cover the project's incremental costs to the City and other agencies. These costs are for providing new or upgraded capital improvements and other public facilities and equipment resulting from, and attributable to the project, necessary to protect and promote the public's health, safety and welfare. Such facilities include, but are not limited to:

parks, bridges, major thoroughfares, traffic signals, street lights, drainage systems, sewers, water, flood control, fire, police, schools, hiking/bicycle trails and other related facilities.

Policy 3.2 The City should encourage the development and use of reclaimed water as a support service to appropriate land uses.

Policy 3.3 The City should consider providing public cost-sharing expenditures or public services under certain circumstances which would facilitate introduction of desirable and innovative development within the City.

Policy 3.4 The City shall establish and implement a 5-year Capital Improvement Program to improve existing public facilities and develop necessary new public facilities.

Policy 3.5 The City shall require the placement of utility lines underground where feasible.

Objective 4.0

Provide for the development of conveniently located neighborhood shopping centers.

Policy 4.1 The City should ensure that all residential areas are adequately provided for in terms of day-to-day shopping needs which include convenience goods, food and personal services.

Policy 4.2 The City should plan for a high neighborhood commercial service level standard of 3 acres per 5-10,000 population.

Policy 4.3 The City shall promote the consolidation of existing freestanding commercial outlets where appropriate and discourage additional strip commercial development.

Policy 4.4 The City should locate new neighborhood commercial uses along major trafficways in consolidated centers that utilize common access and parking for commercial uses, discourage the introduction of strip commercial uses and require adequate pedestrian links to residential areas.

Objective 5.0

Develop industrial uses which are compatible with adjacent land uses.

Policy 5.1 The City should promote industrial uses adjacent to the north of Gillespie Field which support or can capitalize on the aviation opportunities available.

Policy 9.4 The City should cooperate with adjacent jurisdictions in establishing a Sphere of Influence.

Policy 9.5 The City shall establish a Planning Area as identified in Figure 6, Planning Area, pursuant to provisions of Section 65300 of the California Government Code.

Policy 9.6 The City should actively monitor and comment on all significant development proposals within the Planning Area.

Objective 10.0

Ensure that development in the City is consistent with the overall community character and contributes positively towards the City's image.

Policy 10.1 The City shall ensure that all requirements set forth within the Community Design Element are implemented during the development review process.

Policy 10.2 The City should establish design standards for landscaping and site planning and provide guidelines for architectural review.

6.0 IMPLEMENTATION

6.1 Land Use Classifications

The following section describes the intent of each of the land use categories found on the Land Use Plan. The purpose is to describe the nature and general character of land uses intended within each category. The symbols and numbers associated with each of the land use classifications correspond to those uses on the Land Use Plan map.

RESIDENTIAL DENSITY RANGES

Each of the residential use classifications indicate an allowable range of development density. The maximum density indicated by the range defines the maximum number of units per gross acre that residential development can achieve within a given area. A residential development proposal does not have to provide the minimum number of units per gross acre indicated by a residential density range to be found consistent with the General Plan. The minimum density figure established for each range is intended to encourage the location of certain product types and densities which are consistent with adjacent land uses, access, public services and environmental concerns.

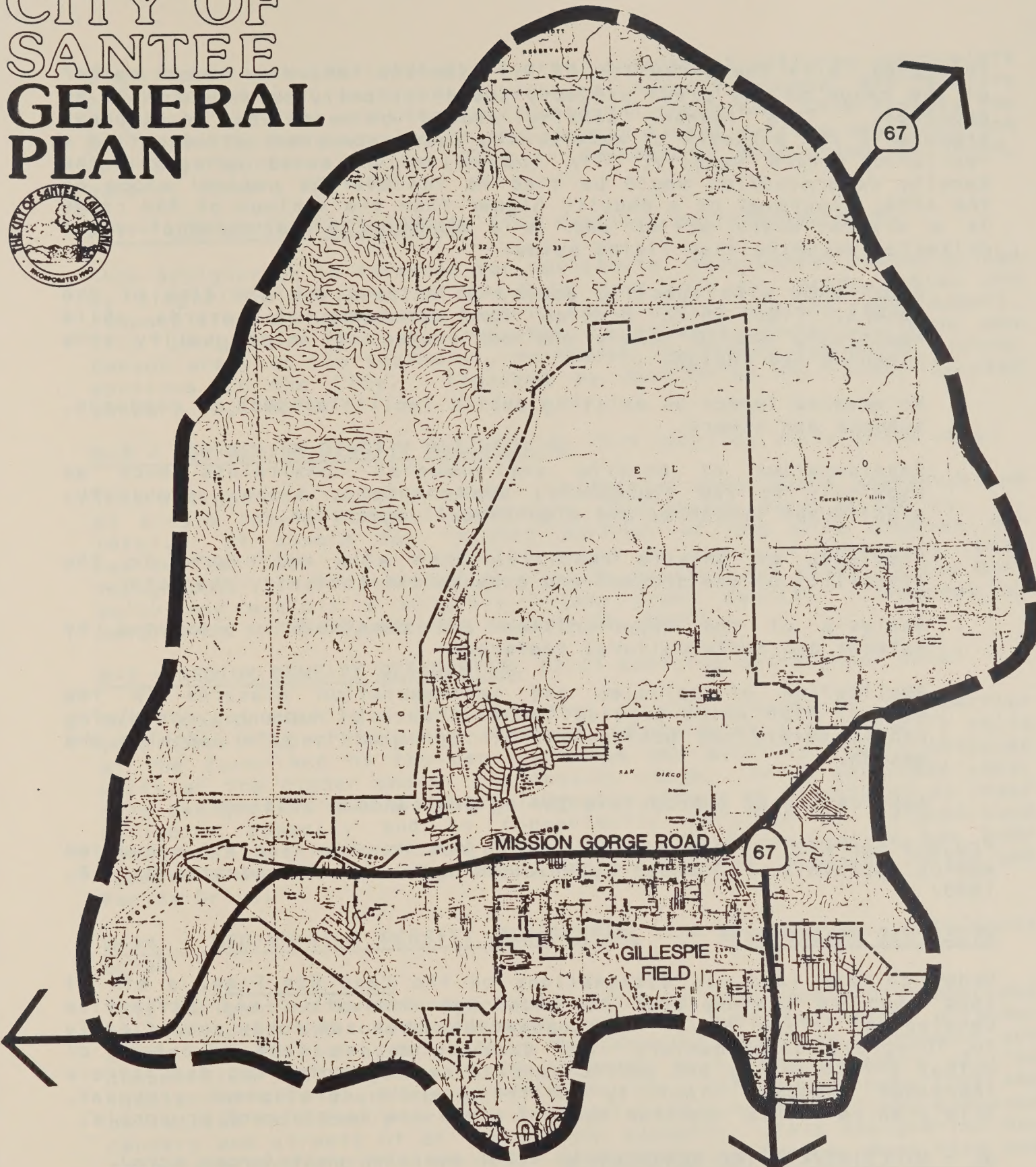
The residential density ranges are intended as expressions of the extreme limits of gross densities which are reasonable and desirable for areas within the City. For each residential density range

PLANNING AREA

 santee incorporated boundary

[illegible]

CITY OF SANTEE GENERAL PLAN



0 1000 2000 3000
feet

indicated, with the exception of Hillside/Limited, the lowest number of the range on any given project, could typically be expected to be approved. This low-end density should be used by development proponents for purposes of determining land values and anticipating a realistic future density. In the Hillside/Limited category, the density determination would be tied to the average natural slope of the site. Approval of a density higher than the minimum of the range is a discretionary action and is a function of a combination of criteria including that listed below:

- . Compliance with specific goals, objectives and policies of the General Plan which provide for avoidance of hazards while maximizing public safety and achievement of high quality site planning and design.
- . No adverse impact on existing public facilities such as roadways, schools and sewers.
- . Consideration of on-site environmental constraints such as proximity to the floodplain, steep slopes, slope instability, significant landforms and significant vegetation.
- . Provision of on-site amenities that will contribute to the livability of the project and enhance the community character.
- . Analysis of the opportunities and constraints presented by natural and socio-cultural features.
- . Application of policies and implementation measures in the General Plan which provide for avoidance of hazards, maximizing public safety and achievement of high quality site planning and design.
- . Application of appropriate Zoning Ordinance provisions.

Project approval at any density is subject to obtaining all requested agency approvals. (Amended by Resolution No. 110-85, adopted May 18, 1985)

MIXED USE DEVELOPMENT

Under certain land use designations on the Land Use Plan, a mix of land uses is contemplated to encourage innovative and attractive development in the City. This concept has been set forth specifically to integrate complementary land uses which can take advantage of mutual site planning and public service requirements, and demonstrate increased economic viability of the overall development proposal. Site plan review is required for all mixed use development proposals.

HL - HILLSIDE/LIMITED RESIDENTIAL (0-1 dwelling units/gross acre)

This designation is intended for residential development in areas that exhibit steep slopes, rugged topography and limited access. Residential uses are characterized by rural large estate lots, with

significant permanent open space area, consistent with the constraints of slope gradient, soil and geotechnical hazards, access, availability of public services and other environmental concerns. This designation has primarily been applied in the steeply sloped extreme southwest and southeast portions of the City. (Amended by Resolution No. 8-88, adopted January 13, 1988)

R-1 - LOW DENSITY RESIDENTIAL (1-2 dwelling units/gross acre)

This designation is intended for residential development characterized by single family homes on one-half acre lots of larger, which are responsible to the natural terrain and minimize grading requirements. This designation has been located in steeply sloped hillside and canyon areas in the southwest, southeast, northeast and north central portions of the City. (Amended by Resolution No. 8-88, adopted January 13, 1988)

R-2 - LOW-MEDIUM DENSITY RESIDENTIAL (2-5 dwelling units/gross acre)

This designation is intended for residential development characterized by single family homes in standard subdivision form (6,000 sq. ft. lots). It covers the largest portion of the City planned for residential uses and is usually found in areas of generally level topography. It is intended to include mobile home parks in the City which may exhibit a slightly higher gross density. (Amended by Resolution No. 8-88, adopted January 13, 1988)

R-7 - MEDIUM DENSITY RESIDENTIAL (7-14 dwelling units/gross acre)

This designation is intended for a wide range of residential development types including attached and detached single family units at the lower end of the density range and multiple family attached units at the higher end of the density range. Areas developed under this designation should exhibit adequate access to streets of at least collector capacity and be conveniently serviced by neighborhood commercial and recreational facilities. This designation has been located along Mission Gorge Road, Magnolia Avenue, Woodside Avenue and Fanita Drive.

R-14 - MEDIUM-HIGH DENSITY RESIDENTIAL (14-22 dwelling units/gross acre)

This designation is intended for residential development characterized at the lower end of the density range by multiple family attached units and at the upper end of the density range by apartment and condominium buildings. It is intended that this category utilize innovative site planning, provide on-site recreational amenities and be located in close proximity to major community facilities, business centers and streets of at least major capacity. This designation has been located along Mission Gorge Road, Magnolia Avenue, Mesa Road and Woodside Avenue.

NC - NEIGHBORHOOD COMMERCIAL

This designation includes neighborhood shopping centers and small convenience centers which provide for a range of necessary day-to-day retail goods and services required by residents in the immediate vicinity. It encourages concentrated and consolidated shopping opportunities including, but not limited to, personal services, food and convenience stores, eating and drinking establishments, gas stations, banks and other neighborhood serving uses. Office and Professional services are intended under this category as uses which are secondary to the other neighborhood serving commercial uses.

This category has been distributed throughout the City along major travel routes to provide adequate neighborhood shopping opportunities.

GC - GENERAL COMMERCIAL

This designation provides for commercial areas with a wide range of retail and service activities. Intended uses include community shopping center, department stores, restaurants, financial institutions, automotive uses and other specialized services. This designation encourages the grouping of commercial outlets into consolidated centers. Appropriate areas to be established with general commercial activities should have direct access to major roads, prime arterials or freeways.

OP - OFFICE PROFESSIONAL

This designation is provided in close relationship to general commercial facilities. It is intended for the encouragement of medical, dental, law or other professional offices which are located and designed as consolidated complexes. Commercial uses contemplated as part of this category include business support services and support restaurant and medical services.

IL - LIGHT INDUSTRIAL

This designation establishes light industrial areas where uses such as fabricating, assembly, research and development, electronics, low intensity warehousing and other such similar industrial uses are appropriate. All work and related activity, including materials and equipment storage, is intended to be conducted specifically within enclosed facilities to reduce adverse impacts on adjacent uses.

This land use is appropriate as a buffer between the general industrial areas and non-industrial uses and where the site is visible from residential areas or major transportation routes. Special landscaping, enclosures and other site development standards are appropriate. Outdoor storage may be allowed in specific circumstances where, through the special use permit process, it is demonstrated that adequate screening and buffering of the outdoor storage area can be achieved to eliminate any adverse impacts on adjacent uses and maintain visual qualities of the area.

Industrial park development is intended on larger parcels to create distinct districts which contain light industrial, compatible offices and support uses. Such areas should have adequate off-site access to major transportation facilities, as well as an efficient internal circulation system of industrial streets.

IG - GENERAL INDUSTRIAL

The General Industrial designation allows for a wide range of industrial activities which includes manufacturing, wholesale distribution, large storage areas and other non-hazardous industrial uses.

Areas developed under this designation should be located with direct access to major roads or freeways and/or be located in areas not suitable for residential use due to air safety, drainage improvement needs or similar land use constraints, such as the Gillespie Field area.

PARK/OS - PARK/OPEN SPACE

This designation determines areas of permanent open spaces, parks and/or areas precluded from major development because of land use constraints such as airport clear zones and established floodways. Recreational uses, such as golf courses with customary support facilities, are considered appropriate within these areas. Agricultural uses and sand extraction operations may, under special conditions, be allowed under this designation.

PUB - PUBLIC

This designation indicates areas owned and maintained by public or publicly controlled agencies such as the school districts, Padre Dam Municipal Water District, utility companies and other municipal agencies.

Appropriate uses for this designation include schools, the Santee Recreation Lakes, Padre Dam Water Storage and Treatment facilities, freeway rights-of-way, utility substations and other public service uses.

RR - RESORT RECREATION

This designation provides for mixed use recreation related developments which are oriented towards and enhance the San Diego River providing temporary and permanent residential uses in a highly amenitized setting. Uses intended under this classification include hotels, restaurants, other commercial uses complimentary to resort and recreational facilities, condominiums/townhomes, and recreational facilities. Traditional residential uses are provided for under this designation only when they are part of a mixed use development program. It is intended that site plan review and approval be required by the City to adequately implement the provisions of this designation.

TC - TOWN CENTER

This designation is intended to provide the City with a mixed use activity center which is oriented towards and enhances the San Diego River. This designation shall be developed under a master plan including community commercial, civic, park/open space and residential uses. The intent of the master plan is to provide the City with a conceptual plan, detailed land uses and appropriate development regulations that are consistent with the General Plan.

SPA - SPECIFIC PLAN AREA

This designation requires the preparation of a Specific Plan that is consistent with the requirements of Section 65451 of the California Government Code which defines a specific plan to include "all detailed regulations, conditions, programs and proposed legislation which shall be necessary and convenient for the systematic implementation" of each of the nine required elements and any permissive elements adopted by the local jurisdiction as part of the General Plan. The section goes on to require that a Specific Plan include "regulations, conditions, programs and proposed legislation" regarding:

- . The location of, and standards for, land uses and facilities;
- . The location of, and standards for, streets, roads and other transportation facilities;
- . Standards for population density and building intensity and provisions for supporting services;
- . Provisions for implementing the Open Space Element;
- . Other appropriate measures.

As provided for in the State of California Government Code (Title 7, Chapter 3, Articles 8, 9, and 10) a Specific Plan for the SPA will be prepared to systematically execute the General Plan. The City of Santee Department of Planning and Community Development shall work in a cooperative effort with the landowner and provide for public participation in the planning process.

REGIONAL SHOPPING OVERLAY

This designation is intended to allow consideration of a regional or community shopping center as an alternative to the base land use designation within specifically identified locations on the Land Use Plan. Developments proposed under this designation are required to undergo site plan review and provide documentation of commercial demand through market analysis. Commercial uses contemplated by this designation include regional or community level shopping centers serving the existing and surrounding communities for all retail and specialized commercial activities.

6.2 Areas for Special Study

The following development guidelines for the Town Center SPA (Fanita Ranch) designations on the Land Use Plan provide a framework to assure that these unique and significant areas will be developed and preserved with:

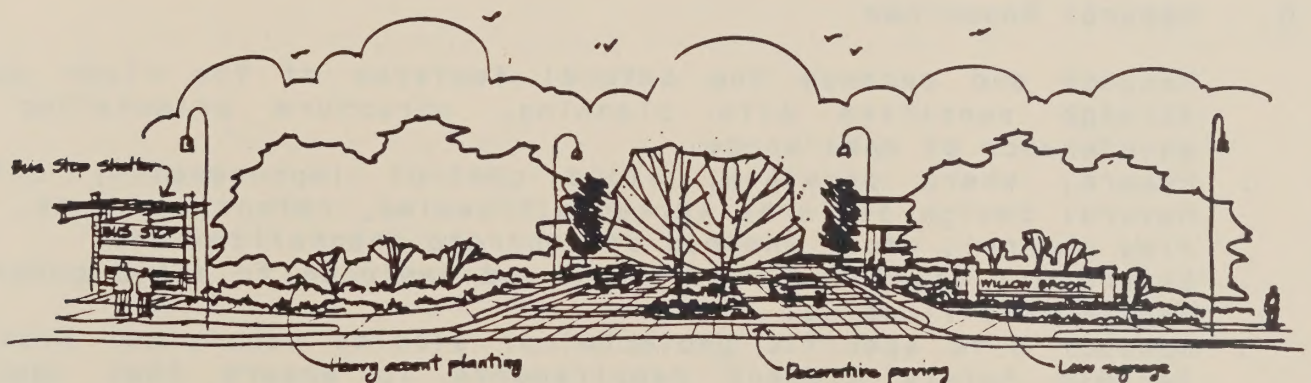
1. Standards of quality for community appearance and function;
2. Compatibility of development of land and structures that ensures public health, safety and welfare; and
3. Policies which minimize grading, preserve ridgelines and provide for recreational amenities.

6.2.1 Town Center

Consistent with the definition of the Town Center land use category, located on the Land Use Plan map, the following guidelines have been established.

A. Residential

- Through creative site planning and housing product design, maximize river orientation and opportunities and enhance the river environment.
- Provide for residential densities up to a maximum density of 35 dwelling units/acre to reinforce the Town Center as a community focal point and activity center.
- Locate residential uses and provide buffers and site planning features to eliminate potential noise, traffic and land use conflicts with commercial and civic center uses.
- Ensure residential areas are adequately linked to recreational facilities in the Town Center and to regional and citywide systems.
- Consider provision of housing designed for the special needs of the elderly in proximity to the Edgemoor Hospital site.
- Attempt to incorporate existing on-site residential uses into the Town Center plan where feasible.



residential entry treatment

B. Commercial

- . Provide for diverse retail commercial opportunities in an integrated design concept with adjacent opportunity area for future expansion.
- . Promote a variety of retail, service, and specialty commercial uses within the Town Center with a general retailer(s) as the major tenant(s) and apparel, home furnishings and appliances, and specialty shops emphasized as part of the retail outlets.
- . Ensure shopper traffic patterns do not conflict with civic uses and residential areas.
- . Ensure commercial development architectural treatments and site planning features are coordinated with adjacent civic uses and residential areas.
- . Maximize orientation to and enhancement of the river system as much as possible.
- . Promote integration of office professional uses with other commercial and civic uses.

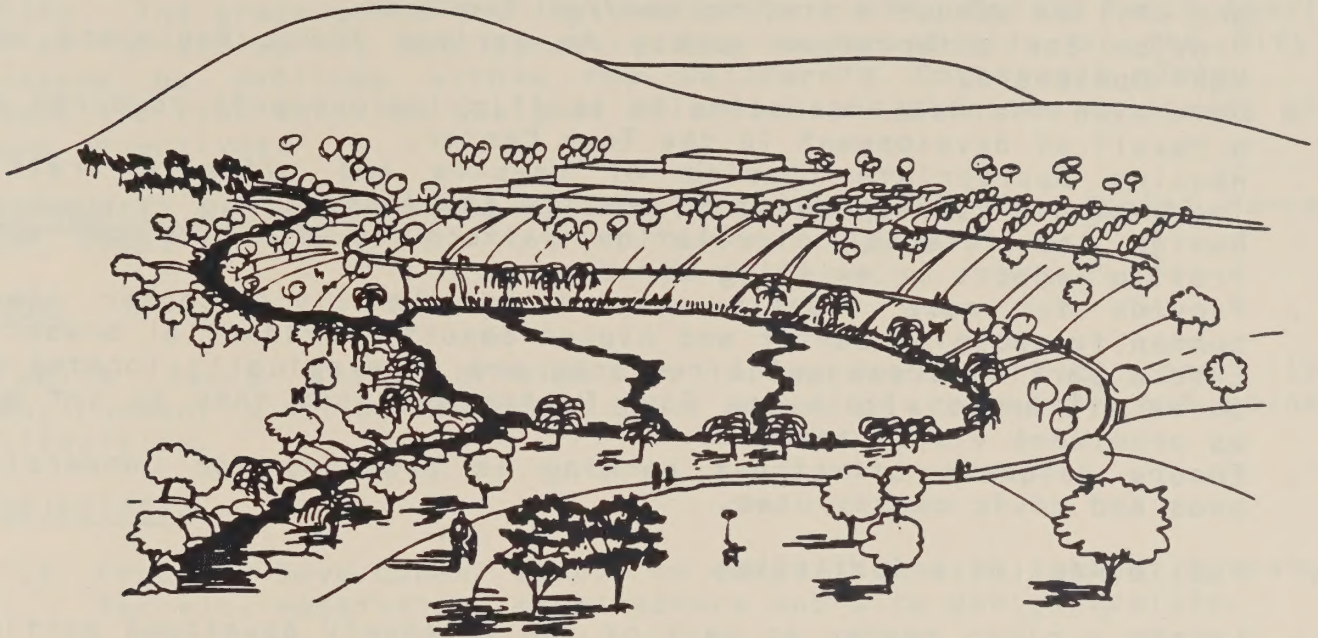
C. Parks/Open Space

- . Provide open space buffers where appropriate to maintain the integrity and character of the natural river system.
- . Allocate both passive and active parkland and recreation areas.
- . Provide for active recreation areas that offer a wide variety of activities including community river park and recreation center areas associated with other recreational facilities.
- . Provide for trail linkages (bike, pedestrian and equestrian) to residential areas in the Town Center and regional and citywide trail systems.
- . Coordinate park development with the County under the San Diego River project.
- . Investigate the feasibility of off channel lakes or canals for park/open space areas.
- . Integrate, where feasible, park/open space uses into commercial and civic center uses.

D. Natural Resources

- . Respect and enhance the natural features of the river system through sensitive site planning, structure orientation and maintenance of open space.
- . Ensure, where possible, flood control improvements, utilize natural design features (greenbelt/swales, retention ponds, low-flow channel, etc.) instead of concrete channelization.
- . Ensure all development is sited and designed to avoid potential damage from flooding.
- . Conduct site specific geotechnical studies consistent with the Seismic Safety Element requirements to ensure that specific design and construction measures adequately mitigate potential liquefaction hazards.
- . Consider and be sensitive to areas of identified significant habitats or floral and faunal species during the design process and undertake additional field studies as necessary.

- Maximize energy efficiency through structure orientation, site planning, architecture and landscaping.
- Promote the use of reclaimed water as an integral part of the Town Center.
- Investigate the feasibility of a "live stream concept" in coordination with the San Diego Region Water Reclamation Agency.



town center water orientation

E. Circulation/Transportation

- . Provide for both vehicular and non-vehicular movement.
- . Establish adequate pedestrian, bicycle and equestrian links to city and regional trail systems.
- . Provide adequate emergency access to the civic center uses.
- . Ensure access points are well defined, located on major streets and utilize adequate traffic control features.
- . Provide for alternative access to Carlton Hills Boulevard and Mast Boulevard.
- . Determine the need for off-site traffic improvements required as a result of development in the Town Center.
- . Require appropriate phasing of on-site and off-site traffic improvements corresponding to on-site development.
- . Design the internal circulation pattern to minimize off-site traffic impacts on existing streets.
- . Provide for mass transit service to the civic center uses, community shopping center and higher density residential areas.
- . Ensure parking areas and structures are strategically located to serve all areas within the Town Center and that they do not act as prominent visual features.
- . Ensure adequate off-street parking is provided for commercial uses and civic center uses.

F. Public Facilities/Utilities

- . Locate a civic center as part of the intensely developed portion of the site to provide a public focal point for the City.
- . Include adequate acreage for municipal offices, police facilities, fire facilities and library facilities as uses in the civic center.
- . Ensure adequate emergency access is provided to the civic center.
- . Ensure architectural treatments and site planning features of the civic center are coordinated with adjacent commercial and residential uses, and maximize orientation and enhancement of the river system as much as possible.
- . Consider the needs of the existing Las Colinas Facility and the Edgemoor Geriatric Hospital.
- . Continue the existing Santee Fire Protection District use until such time as it may be appropriate to include it in the civic center development.
- . Ensure that all essential utilities are available to provide adequate service to anticipated development in the Town Center. Identify the required on-site and off-site improvements necessary for development and establish a program that demonstrates that development will be phased in concert with the availability of all essential utilities and services. Ensure that the development of the area will occur as a developer provides for the cost of on-site facilities as well as off-site facilities, or facility improvements necessary to either: 1) serve a project within the Town Center, or 2) mitigate adverse impacts to off-site public facilities. The contribution to off-site facilities is expected to be reasonable in terms of balancing both the objectives of: 1) planned development of the area, and 2)

maintaining adequate service levels and public financing capability for the City as a whole.

6.2.2 SPA - (Fanita Ranch) (Amended by Resolution No. 172-86, adopted November 26, 1986)

The Fanita Ranch will be developed according to an adopted Specific Plan. The preparation and implementation of the Fanita Ranch Specific Plan is ultimately and directly the responsibility of the City of Santee as outlined within the California Government Code. The Specific Plan shall be designed in accordance with the following goals and objectives:

COMMUNITY DESIGN (Amended by Resolution No. 172-86, adopted November 26, 1986)

GOAL

Fanita Ranch shall provide an integrated working and living environment with an emphasis on a sense of community and balanced lifestyles.

OBJECTIVES

- 1.1 Proposed development should be compatible with respect to natural terrain, vegetation, architecture and site design quality.
- 1.2 Essential open space masses and vital elements of the terrain should be maintained when development occurs.
- 1.3 Development and all facilities and services shall be phased in order to meet community needs and demands.
- 1.4 Landscape design should enhance the quality of the environment and contribute to high quality neighborhood identity as well as energy and resource efficient development.
- 1.5 Architectural designs and concepts should be guided by criteria which reinforces the sense of both community and neighborhood identity.
- 1.6 Signage should adequately convey directional information and business identification while contributing positively to the visual appearance of the area.
- 1.7 Mutual benefits between adjacent land uses in the City should be maximized.
- 1.8 The provision of community facilities including schools, parks, community services, public utilities, and open space shall be insured.

RESIDENTIAL (Amended by Resolution No. 172-86, adopted November 26, 1986)

GOAL

A wide range of residential densities, product types and lot sizes should be provided to meet the needs of all segments of the population. The composition of small residential neighborhoods, which have their own distinct identity and yet provide a sense of place and identity to the City as a whole, is encouraged.

OBJECTIVES

- 2.1 Housing product types should be designed and located to respond to the natural topography by minimizing grading, maximizing off-site views, and maintaining on-site views.
- 2.2 Energy and resource conservation should be an important consideration in residential siting and design.
- 2.3 A variety of design elements should be utilized in creating identifiable neighborhoods, including architecture, landscaping, building materials, and colors.
- 2.4 Residential development should be phased to meet community needs, public facility services, and coordination between residential and employment base developments.
- 2.5 A variety of housing types including planned residential developments should be encouraged to allow development in environmentally and design sensitive areas.

EMPLOYMENT (Amended by Resolution No. 172-86, adopted November 26, 1986)

GOAL

A variety of commercial, office professional, or light industrial opportunities should be developed to provide goods, services, employment opportunities, and an economic base in Fanita Ranch.

OBJECTIVES

- 3.1 Development within Fanita Ranch should be phased to provide a proper balance of residential and employment opportunities and ensure adequate public services.
- 3.2 Appropriate office professional, research and development or other clean industrial uses should be considered to provide employment and activity centers.
- 3.3 The development of conveniently located neighborhood and community shopping centers should be provided.

- 3.4 Strategies shall be considered to provide affordable housing to employees who wish to also live within Fanita Ranch.

CIRCULATION (Amended by Resolution No. 172-86, adopted November 16, 1986)

GOAL

The development of Fanita Ranch should provide for all types of circulation including transit, vehicular, equestrian, pedestrian, and other alternative modes.

OBJECTIVES

- 4.1 Neighborhood street design should avoid excessively long single access routes and should provide alternative access routes, particularly where large scale development is occurring.
- 4.2 Access points into Fanita Ranch should be well-defined and in conformance with the overall streetscape standards and designs.
- 4.3 The street system should ensure that the internal circulation pattern is appropriately linked with the existing and planned street system of the City and surrounding areas.
- 4.4 Fanita Ranch should provide for pedestrian, hiking, equestrian, and bicycle uses in off-road systems that link with the bikeway and trail systems of the City, as well as surrounding areas.
- 4.5 The development of a variety of public transportation services should be encouraged.

NATURAL RESOURCES (Amended by Resolution No. 172-86, adopted November 26, 1986)

GOAL

Development shall be designed so as to both protect and take advantage of the various natural resources in Fanita Ranch as well as avoid any unknown natural hazards.

OBJECTIVES

- 5.1 Large masses of natural permanent open space areas shall be preserved for their ecological, environmental, aesthetic, and recreational value for the health, safety, and welfare of future residents.
- 5.2 The natural form and visual quality of the land and vegetation should be preserved.

- 5.3 To maintain land form integrity, contour grading techniques shall be employed and development shall be oriented along natural terrain contours in topographically sensitive areas.
- 5.4 Grading and construction impacts on prominent ridgelines should be minimized through the use of low profile clustered structures.
- 5.5 Steep slopes and significant woodlands should be preserved and view sheds maintained.
- 5.6 Visual impacts from development on the hillsides and the access roads to them shall be mitigated through the use of revegetation and proper siting of structures.

OPEN SPACE (Amended by Resolution No. 172-86, adopted November 26, 1986)

GOAL

Both active and passive recreational opportunities should be provided and encouraged to help meet the recreational needs of the community.

OBJECTIVES

- 6.1 A community trails system to provide for equestrian use, bicycle use, hiking (unpaved trails), and pedestrian use should be provided throughout the site with connections to surrounding areas.
- 6.2 Private recreational facilities shall be encouraged within developments.
- 6.3 A community-level active recreational area should be provided with possible connections to area schools and residential neighborhoods.
- 6.4 Where appropriate, open space buffers should be provided to buffer land uses from more sensitive land uses.
- 6.5 Significant open space areas shall be set aside to preserve the land in its natural state.

The Fanita Ranch Specific Plan will contain the following essential elements:

ESSENTIAL ELEMENTS (Amended by Resolution No. 61-90, adopted May 23, 1990)

1. The Plan may include a comprehensively planned, high architectural quality business or office park. The business or office park shall include such uses as research and development, high technology uses, medical complex, executive headquarters or other similar office or business uses.

2. The Specific Plan shall include a community focus area (Fanita Center) which includes provisions for public parks, commercial development and institutional uses such as schools, fire station, branch library or branch post office.
3. The Plan shall provide housing opportunities to establish a balanced housing mix within Santee. There shall be a maximum of 3,500 dwelling units. A minimum of approximately 70 - 75 percent of all dwelling units shall be detached units. Detached dwelling units which are at least 3,000 square feet of enclosed living area (excluding garages) and located on minimum half acre lots, and units which are at least 2,000 square feet of enclosed living area (excluding garages) and located on minimum 6,000 square foot lots shall be the predominate dwelling types among all units. All attached units, and any detached units on less than 6,000 square foot lots, shall be considered planned residential developments and as such, shall provide common recreational facilities and other common facilities as needed.
4. The Land Use Plan, Administrative Plan, Circulation Plan, Trails and Open Space Plan, and Illustrative Site Plans shall be sensitive to the natural open space and the preservation of existing natural major land forms. The purpose of this requirement is to protect the major ridgeline and viewshed amenities, to minimize erosion, provide for public safety, protect natural resources and to establish site specific design standards which provide for development in harmony with the environment. The Specific Plan will utilize contour grading techniques which are consistent with these objectives while providing opportunities for creative product design.
5. Other than within the northeastern sector of the site, the General Plan guidelines for hillside development should be used as the basis for the Specific Plan's conceptual grading. Consideration may be given to permit grading of isolated steep slopes or along the transition edges of steep slopes. Mass terracing should be avoided in favor of individual pad grading, wherever possible.
6. The majority of attached residential units should be within three-quarters (3/4) of a mile from the community focus area and/or golf course facility.
7. The Plan may consider alternative residential design and grading requirements in the northeast section of the site and allow a mix of residential development which is sensitive to the existing topography and out of the City's viewshed. The Plan shall include half acre lots or larger to the northeast section of the site, as well as in other sections of the property.
8. A southern portion of the Fanita Ranch, primarily southerly of the S.D.G. & E. power line, shall be identified as a regional park and contain no less than 400 acres.

9. The Specific Plan should, subject to population demand, contain mini-parks, neighborhood parks, and two community parks. Dedication of a Sports Park, (accessed by Carlton Hills Boulevard), to the City of Santee will fulfill the requirements of one community park.
10. The Plan shall contain a championship level, minimum 6,800 yard, par 70-72, 18-hole golf course, including support facilities. A hotel/conference complex shall be included in conjunction with the golf course facility.
11. The Specific Plan shall include the extension of Fanita Parkway along the western boundary of the property.
12. The Specific Plan shall include the extension of Cuyamaca Street into the site connecting with Fanita Parkway.
13. Additional circulation facilities for the Specific Plan area shall be considered. The traffic and phasing analysis shall specifically address the following circulation elements:
 - a. Construction of an additional interchange at SR67.
 - b. Extension of Magnolia Avenue north and west to connect with Cuyamaca Street extension.
 - c. The provision of a connecting road between the project and State Route 67.
 - d. The extension of Carlton Hills Boulevard from its present terminus northward through the site to the developed area.
 - e. The participation in, and extension of Mast Boulevard east and/or west to connect with State Highways 67 or 52 and Mission Gorge Road.
 - f. A four lane surface street (Fanita Parkway) along the western boundary of the property.
14. The Specific Plan shall include a Comprehensive Trails Element designed to link with the proposed trails outside the Fanita Ranch, which is consistent with the objectives and standards set forth within the City's adopted Trails Element to the General Plan. Access to Sycamore Park shall be provided to Santee residents.
15. The Specific Plan shall include a Comprehensive Implementation Element which shall consist of:
 - 1) A cost revenue assessment.
 - 2) Identification of required public improvements.
 - 3) A phasing plan for public improvements and land use.

No agreement regarding the use of public financing or a development agreement shall be considered or approved until after a development plan is adopted.

Regarding phasing, all public improvements and land uses shall be phased according to a detailed phasing plan as mentioned above (15.3). Public improvements shall be constructed prior to or simultaneously with their projected need. The Plan shall contain performance standards or other measurements for determining the timing for all public improvements. Performance standards may include any appropriate means of measurement to determine when a given public improvement is deemed necessary by the City. Private land uses shall be phased to insure that land uses deemed desirable by the City (i.e. - golf course, estate units, executive units, etc.) will be included within the earliest phases of the Fanita Ranch.

16. The Fanita Ranch SPA area shall not be subdivided (except for the Sports Park property) until a Specific Plan is adopted by the City of Santee.
17. To ensure that proposed development is appropriate for a given site, the Specific Plan shall contain schematic or illustrative development plans which show prototype circulation systems and residential product types for each area designated for residential development.

6.3 Resource Protection, Public Safety and Community Design Overlays

As part of the General Plan Process, mapped information has been developed which will be used as overlays to the Land Use Plan. The purpose of the overlays is to ensure that natural and man-made features, hazards and conditions found within Santee are adequately incorporated into the land use planning process. Overlays can restrict or condition land uses proposed by the Land Use Plan in certain areas as defined on the overlay maps. They shall be used by the City in conjunction with the Land Use Plan to determine consistency with the General Plan for all development proposals.

The following maps, identified by Element, shall constitute those maps considered part of the mapped overlay system that place geographically defined restrictions or conditions on the Land Use Plan.

1. SEISMIC SAFETY ELEMENT - Seismic Hazards and Study Areas map. This overlay defines the areas where seismic-related hazards are located in the City. Based on that analysis, the map also identifies and defines the specific on-site studies required for consideration of approval for any development proposal.
2. CONSERVATION ELEMENT - Archaeology map and Biology map. These overlays define the cultural and biotic resources of significance in the City. In concert with the objectives and policies contained in the Element, the maps establish levels of

consideration necessary for protection and preservation of these resources during the development review process.

3. PUBLIC SAFETY ELEMENT - Public Safety map and Gillespie Field Hazards map. The Public Safety map overlay defines the 100-year floodplain boundary which is regulated by certain performance criteria for development established by the flood hazard policies of the Element. The Gillespie Field Hazards map locates areas of combined aircraft crash and noise hazards. Policies and implementation measures contained in the Element establish requirements for development review procedures in these hazard areas.
4. COMMUNITY DESIGN ELEMENT - Design Sensitive Areas map. This overlay categorizes design sensitive areas within the City and locates them geographically. Design guidelines which address the character and form of development are established as Policies and Implementation measures for each type of design sensitive area.

In summary, the overlay system, in conjunction with the Land Use Plan, establishes the framework for achieving land use goals and objectives in the City. This process also provides the City with an information base to assist in:

1. Evaluating development proposals on a site specific basis, and
2. Determining appropriate zoning categories to implement the General Plan.

6.4 Relationship to Other General Plan Elements

As one of the nine State mandated General Plan Elements, the Land Use Element designates on the Land Use Plan the proposed pattern and intensity of land uses in the City. The Land Use Plan is a summation and composite of the Goals and Objectives of all the Elements in the General Plan. In differing degrees, all of the other Elements contain policies, implementation measures and mapped information which relates to the Land Use Plan in terms of establishing development procedures and modifying land use forms, layouts and intensities based on distinct physical features in the City. Therefore, each Element of the General Plan must be referred to for a complete understanding of the purposes, intentions and development requirements embodied in the Land Use Plan.

6.4.1 Community Development (Circulation Element, Housing Element, Recreation Element)

The Circulation Element and the Land Use Element are strategically related in two basic ways. First, the determination of land uses has had a direct effect on the level of service required along the various segments of the circulation system. Thus, the street and travel patterns enable activities associated with land uses to be undertaken. In contrast, the potential impacts which the circulation system brings (accessibility, noise, traffic safety concerns, etc.) affect the type

and location of potential land uses. Single family residential land uses are generally located along collector and local streets. Multiple family designations have been located along major trafficways to provide a desirable level of service with increased traffic volumes. Commercial development has also been strategically located along major travel routes to ensure adequate roadway capacities. Industrial uses located along major transportation routes provides needed access and eliminates potential traffic conflicts in single family residential area.

The Housing Element has been implemented on the Land Use Plan by accommodating a variety of residential densities that were located through an analysis of physical parameters (adjacent land uses, access, natural features). The distribution and intensities of residential uses have also addressed the socio-economic program mandates of the Housing Element.

The Recreation Element establishes various standards and criteria for the passive and active recreational facilities necessary to adequately service the population anticipated with implementation of the Land Use Plan.

6.4.2 Resource Management (Conservation Element, Open Space Element)

These Elements have identified distinct areas within the City that support significant natural resources. They establish policies and implementation measures for controlling the impacts of development on the natural environment within these identified areas. These Elements have also defined areas to be maintained in their natural state for resource preservation and open space purposes.

6.4.3 Public Health and Safety (Noise Element, Seismic Safety Element, Public Safety Element)

These Elements together have assessed natural and man-induced hazards and established appropriate policies and implementation measures that restrict the intensity and pattern of development in certain areas of the City.

6.4.4 Community Design (Scenic Highways Element, Community Design Element)

These Elements provide development controls in the form of design guidelines for streetscapes and areas of significant visual quality or sensitivity. The policies and implementation measures were determined after identification of design resources and establishment of community design goals and objectives.

6.5 Implementation Procedures

6.5.1 Zoning Ordinance

Zoning regulations are the primary means for translating the General Plan into parcel specific allowable uses and development standards.

Zoning maps and regulatory provision must be consistent with the land uses, objectives, policies and implementation measures of the General Plan.

6.5.2 Subdivision Regulations

Consistent with provision of the State Subdivision Map Act the City of Santee Subdivision Regulations provide standards for design and improvement of subdivided land within the City. Measures "as may be necessary or convenient to ensure conformity to or implementation of the General Plan" can be included under subdivision regulations. The City should review and update its subdivision regulations as necessary to achieve such ends especially with respect to public improvements, natural hazards avoidance and design criteria.

6.5.3 Redevelopment

The City of Santee City Council has been established as the Redevelopment Agency pursuant to California Community Redevelopment Law (Health and Safety Code, Division 24, Part 1). It has adopted (July 19, 1982) a Redevelopment Plan which established procedures for administrative, acquisition, improvement and funding activities within a defined redevelopment area. The purpose of the plan is to revitalize blighted areas and to improve development potential of areas within the City consistent with the General Plan. The principle financing mechanism for redevelopment is tax increment financing.

The City should review the existing Redevelopment Plan and update the regulations, procedures and make boundary revisions as needed to assist in the implementation of the General Plan.

6.5.4 Capital Improvement Programs

The City of Santee has a five-year Capital Improvement Program which lists the recommendations for study or construction of public works projects on an annual basis. The Government Code Section 65401 requires Planning Commission review on a yearly basis for conformity to the General Plan.

6.5.5 Environmental Impact Reports/Procedures

The California Environmental Quality Act (CEQA) requires preparation of an Environmental Impact Report (EIR) for projects which may have significant impacts. Section 15063(d) of the EIR Guidelines requires that the Initial Study of a project consider whether it is compatible with the General Plan. Additionally, an EIR must discuss any inconsistencies between the proposed project and the General Plan.

6.5.6 Construction and Building Codes

Construction and building codes set forth minimum standards and specifications for structural soundness, safety, occupancy factors and conditions of both new and existing developments. Codes such as the following are used by the City and other municipal agencies, such as

the Santee Fire Protection District, to implement the General Plan's goals, policies and objectives:

- Uniform Building Code
- Uniform Mechanical Code
- Uniform Plumbing Code
- Uniform Electrical Code
- Uniform Fire Code

6.5.7 Development Review Procedures

The Development Review process is presently used by the City to review development proposals for commercial, industrial and residential developments. It allows the City to review proposals in terms of land use compatibility and structure and site design features. The objectives, policies and guidelines established by the General Plan provide the framework for review. All development proposals must be found to be consistent with the General Plan as part of the provisions of the Development Review process.

6.5.8 Specific Plans

The Government Code Section 65450 allows the local jurisdiction to prepare specific plans "based on the general plan and drafts of such regulations, programs, and legislation as may in its judgment be required for the systematic execution of the general plan." The process is particularly applicable to larger undeveloped areas, areas under transition, and areas designated for redevelopment which exhibit complex natural and man-made features.

The General Plan designates the Fanita Ranch as a Specific Plan Area. Other areas should be considered for appropriate specific plan zoning to implement the General Plan.

In certain instances it may be determined that a Specific Plan may not be preferred and that a comprehensive development plan is appropriate. The following criteria shall be used by the Planning Director in the determination that a Specific Plan or other comprehensive development plan, as may be determined to be appropriate, shall be prepared:

1. A phased development plan is desirable; or
2. The site contains unique features such as a hillside or watercourse which require special planning considerations; or
3. An implementation plan which identifies the cost of public or private improvements, and the method of financing said improvements over a specified time period is necessary to reduce the impact of the development on the existing facilities; or

4. A variety of uses are proposed such as commercial, recreational, and residential, and their comprehensive planning is necessary to mitigate conflicts. (Amended by Resolution No. 170-87, adopted November 25, 1987)

6.5.9 Prezoning

The City may, if it chooses, prezone unincorporated property adjoining the City within its adopted Sphere of Influence. Prezoning, though it has no regulatory effect until the property is annexed, is subject to the same requirements applicable to zoning in the City, including the requirement for consistency with the General Plan.

6.5.10 Review and Update

The General Plan is dynamic in that it is based on currently available information, and existing community goals, objectives and needs, which are constantly changing.

Government Code Section 65400(b) requires the Planning Commission to report annually to the City Council (in the case of Santee) "on the status of the (general) plan and progress in its implementation." Government Code Section 65588 requires that the Housing Element must be reviewed and updated at least every five years commencing in 1984.

Generally, amendments to the General Plan are limited to four times in one year, with specific exceptions provided for by Government Code Sections 65361, 65302.3 and 65358.

6.5.11 Funding

- a. Local Funding - Taxes, exactions, fees, assessments and bonds are five major sources for local funds. Taxes include property, use, occupancy, business license, etc. and are used to fund general purposes. Exactions relate to the dedication of land, improvements or in-lieu payments imposed on new development as part of subdivision requirements. Fees are levied to finance a particular facility, improvements, or services which confer "direct and identifiable" benefit to those paying fees. Special assessments are used to fund specific improvement projects, (flood control, street and sidewalk improvements, etc.) and are also borne by those benefiting. Bonds have been used to raise capital needed for major public improvements (sewage treatment plants, public buildings, etc.).
- b. State Funding - There are a variety of grant and loan programs available to local governments which fall under the following broad headings: housing, energy, parks/open space/and recreation, solid waste management and historic preservation.

- c. Federal Funding - The Federal Government also provides a wide variety of funding programs. The most utilized has been Community Development Block Grant program funds which are used for housing, public facilities improvements, and urban renewal. The Department of Housing and Urban Development (HUD) and the Economic Development Administration have other grant and loan programs available for specific purposes.

6.5.12 Population Projections

Implementation of the General Plan forms the basis for anticipated population growth in the City. Based on examination of the land use allocations on the Land Use Plan and SANDAG Series VI Population Projections, the following population estimates are provided for overall planning purposes.

Table 2.
Population Growth Estimates

	YEAR			
	1982	1990	1995	2000
Population	45,000*	58,000	66,900	71,600

*Estimate based on City review of: land use, Housing Element data, Fire District dwelling unit counts and 1980 Census data.

6.5.13 Land Use Plan - Statistical Summary

The following Table (Land Use Plan - Statistical Summary, Table 3.) shows the land use distribution and potential population established by the Land Use Plan, (Figure 7). Dwelling unit and population estimates represent the statistical minimum and maximum. The actual number of dwelling units constructed and associated population amounts would realistically fall near the middle of the range presented due to existence of natural constraints including: soil and geologic conditions, floodplain and slope gradients. Access, availability of services and desired product types would also influence the ultimate number of dwelling units constructed and the population.

Taking these factors into consideration, it is estimated that between 81,612 and 91,612 persons will ultimately reside in the City based on the proposed Land Use Plan land use allocations. These population estimates correlate with the Housing Element projections based on availability of vacant land designated in residential uses (see Housing Element).

TABLE 3.
LAND USE PLAN - STATISTICAL SUMMARY
(Amended By Resolution No. 8-88, adopted January 13, 1988)

Land Use Designation	Acreage	% of City	Potential Number Dwelling Units	
			Low	High
HL HILLSIDE LIMITED (0-1 du/gross acre)	1,020	9.6	126	1,020
R-1 LOW DENSITY RESIDENTIAL (1-2 du/gross acre)	761	7.2	761	1,522
R-2 LOW-MEDIUM DENSITY RESIDENTIAL (2-5 du/gross acre)	3,225	30.5	6,540	22,575
R-7 MEDIUM DENSITY RESIDENTIAL (7-14 du/gross acre)	336	3.1	2,352	4,704
R-14 MEDIUM-HIGH DENSITY RESIDENTIAL (14-22 du/gross acre)	171	1.6	2,394	3,762
TC TOWN CENTER	730	6.9	*	*
OP OFFICE PROFESSIONAL	32	0.3		
NC NEIGHBORHOOD COMMERCIAL	80	0.8		
GC GENERAL COMMERCIAL	169	1.5		
IL LIGHT INDUSTRIAL	371	3.5		
IG GENERAL INDUSTRIAL	148	1.4		
SPA SPECIFIC PLAN AREA	2,332	22.1	8,100**	8,100**
P/OS PARK/OPEN SPACE	530	5.0		
RR RESORT RECREATION	77	0.7	*	*
PUB PUBLIC	618	5.8		
TOTAL	10,550	100.0%	20,183	41,683
POPULATION***			56,512	116,712

* These land use designations are contemplated as mixed use developments and may include residential and commercial acreage under certain conditions.

** This land use designation allows a maximum of 8,100 dwelling units within SPA (Fanita Ranch). A lesser number of dwelling units may ultimately be constructed.

*** Total population based on 2.8 persons per dwelling unit.

Note: The 100-year floodplain (1983 calculations) covers approximately 810 acres within the City as illustrated on the Land Use Plan.

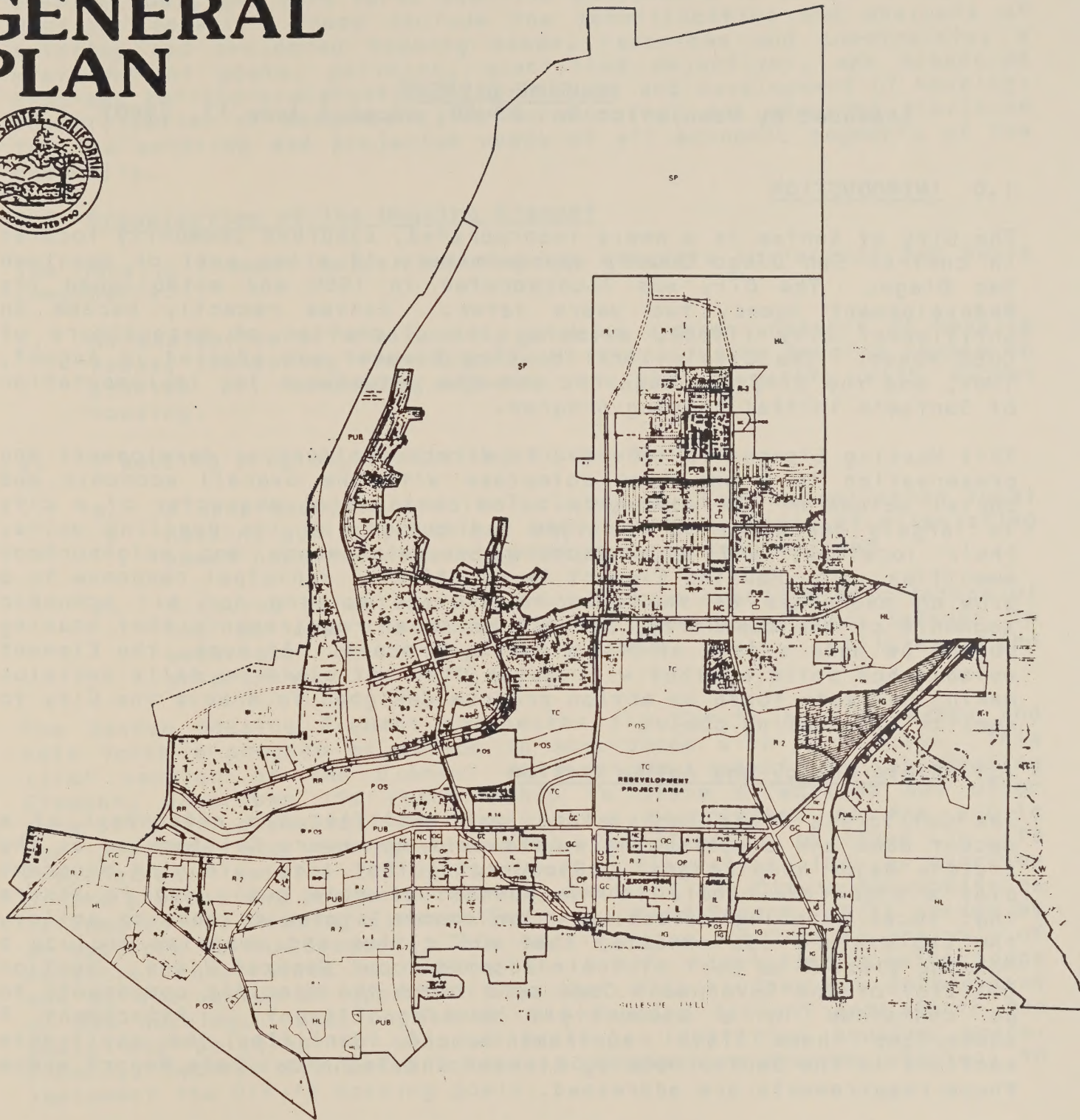
FIGURE 7

LAND USE PLAN

- HL hillside/limited residential
(0-1 dwelling units per gross acre)
- R-1 low density residential
(1-2 dwelling units per gross acre)
- R-2 low-medium density residential
(2-5 dwelling units per gross acre)
- R-7 medium density residential
(7-14 dwelling units per gross acre)
- R-14 medium-high density residential
(14-22 dwelling units per gross acre)
- TC town center
- OP office/professional
- NC neighborhood commercial
- GC general commercial
- IL light industrial
- IG general industrial
- SPA specific plan area
- P/OS parks/open space
- RR resort recreation
- PUB public
- regional shopping overlay

	RESOLUTION
8-15-84	143-84
2-27-85	47-85
5-22-85	110-85
4-9-86	53-86

CITY OF SANTEE GENERAL PLAN



*General Plan and Pre-Zone designations
in anticipation of annexation from
City of San Diego.



0 1600 3200 feet

HOUSING ELEMENT

(Amended by Resolution No. 68-90, adopted June 13, 1990)

1.0 INTRODUCTION

The City of Santee is a newly incorporated, suburban community located in central San Diego County approximately 18 miles east of downtown San Diego. The City was incorporated in 1980 and established its Redevelopment Agency two years later. Santee recently became an entitlement city (1988), allowing for discretion of expenditure of CDBG funds. The City's first Housing Element was adopted in August, 1984, and the City has begun to set the groundwork for implementation of Santee's initial housing program.

This Housing Element is intended to direct residential development and preservation in a way that coincides with the overall economic and social values of the community. The residential character of a city is largely dependent on the type and quality of its dwelling units, their location, and such factors as maintenance and neighborhood amenities. The Housing Element is an official municipal response to a growing awareness of the need to provide housing for all economic segments of the community, as well as legal requirements that housing policy be made a part of the planning process. As such, the Element establishes policies that will guide City officials in daily decision making and sets forth an action program designed to enable the City to realize its housing goals.

1.1 State Policy and Authorization

The California State Legislature has identified the attainment of a decent home and a satisfying environment for every Californian as the State's major housing goal. Recognizing that local planning programs play a significant role in the pursuit of this goal, and to assure that local planning effectively implements statewide housing policy, the Legislature has mandated that all cities and counties include a Housing Element as part of their adopted local General Plans. Section 65302(c) of the Government Code sets forth the specific components to be contained in a community's Housing Element. Attachment A summarizes these State requirements and identifies the applicable sections in the Santee Housing Element and Technical Data Report where these requirements are addressed.

Article 10.6 was added to the Government Code in 1980 and incorporates into law the Housing Element Guidelines promulgated by the California Department of Housing and Community Development (HCD). The original Housing Element Guidelines were adopted on June 17, 1971, and revised guidelines were adopted on November 17, 1977.

The Government Code specifies the intent of the Legislature to ensure that counties and cities actively participate in attaining the state housing goal, and sets forth specific components to be contained in a Housing Element. These include the identification and analysis of existing and projected housing needs, resources and constraints; a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement and development of housing; identification of adequate sites for housing; and adequate provision for the existing and projected needs of all economic segments of the community.

1.2 Organization of the Housing Element

The Housing Element Guidelines require elements to include two basic components:

1. An evaluation of the housing problem and an analysis of housing needs, indicating the capacity of the existing housing supply to provide all economic segments of the community with decent housing.
2. A housing program, consisting of two parts:
 - a. A comprehensive problem solving strategy establishing local housing goals, policies, and priorities aimed at alleviating unmet need and remedying the housing problem; and
 - b. A course of action which includes a specific description of the actions the locality is undertaking and intends to undertake to effectuate these goals, policies, and priorities.

The Santee Housing Element delineates the City's housing needs and sets forth a program of action in accordance with State law. This first section of the Element defines the intent of the Housing Element, describes its relationship to State directives and other General Plan elements, and includes a description of the public participation and intergovernmental coordination utilized in its preparation. Section 2.0 of the Housing Element provides an overview of the present and projected housing needs of the City's households as defined by the Housing Element Technical Data Report, which serves as an appendix to the Element. This section also provides an analysis of potential constraints to meeting the City's identified housing needs and an evaluation of opportunities that will further the development of new housing. Section 3.0 of the Housing Element sets forth the goals and policies to address Santee's identified housing needs. Finally, Section 4.0 establishes a comprehensive program strategy to implement the City's housing goals.

1.3 Relationship of the Housing Element to Other General Plan Elements

The California Government Code requires that General Plans contain an integrated, internally consistent set of policies. When one Element of the General Plan is revised, and especially when new policies and priorities are proposed, the other Elements must be reviewed to ensure that internal consistency is maintained. This section examines the relationship of the Housing Element and its policies to the other Elements of Santee's General Plan.

Community Development: Land Use, Circulation, Recreation and Trails Elements

The Housing Element is most affected by development policies contained in the Land Use Element, which establishes the pattern, type, intensity, and distribution of land uses throughout the City. In designating the total acreage and density of residential development, the Land Use Element places an upper limit on the number and types of housing units constructed in the City. The acreage designated for industrial, commercial, and office professional uses creates employment opportunities, which in turn affects the demand for housing in Santee.

The Circulation Element sets forth policies and programs for the provision of transportation facilities that safely and efficiently move people and goods. In conjunction with the Land Use Element, the Circulation Element seeks to reduce the potential impacts of the circulation system (accessibility, noise, traffic safety concerns, etc.) on residential areas. Single-family homes are generally located along residential collectors and local streets, while multi-family units have been located along major streets to provide a desirable level of service with increased traffic volumes. On- and off-site improvements add to the cost of housing but are necessary for housing development. The Circulation Element also attempts to create a satisfying living environment for residents of Santee by providing a convenient public transportation system and a network of bikeways and equestrian trails outlined in the Trails Element.

The Recreation Element establishes various standards and criteria for the passive and active recreational facilities necessary to adequately serve the community. The policies which have been developed for this Element are aimed at enhancing and continuing the high quality park and recreational amenities of Santee. These policies, however, affect both the amount of land available for housing by designating permanent park land areas, and the cost of housing by requiring land dedication or development fees for the acquisition and maintenance of parks and recreational facilities.

Resource Management: Conservation and Open Space Elements

The Conservation and Open Space Elements have identified distinct areas within Santee that support significant natural resources. They establish policies and implementation measures for controlling the

impacts of development on the natural environment within these areas. These Elements have also defined areas to be maintained in their natural state for resource preservation and open space purposes. Like the programs established in the Recreation Element, the policies of the Conservation and Open Space Elements affect housing availability and cost by reducing the amount of land available and by requiring land dedication or payment of park-in-lieu fees.

Public Health and Safety: Noise, Seismic Safety, and Public Safety Elements

These Elements assess natural and man-induced hazards that affect public health and welfare, and establish appropriate policies and implementation measures that restrict the intensity and pattern of residential development in certain areas of the City.

The Noise Element contains policies aimed at reducing the impacts of urban noise (traffic, aircraft, commercial/industrial, and community activity) on residents and workers in the City. Special construction methods to reduce noise impacts create a more satisfying living environment, but also add to the cost of housing.

The Seismic Safety Element identifies areas of potential geotechnical and/or seismic risk. The policies of this Element are designed to reduce loss of life, injuries, damage to property, and economic and social dislocation in Santee. Implementation measures call for special design considerations during the project review process for developments in areas of potentially high seismic risk. Among the requirements include a geological reconnaissance, geological investigation, soil investigation, and seismic study. All of these actions add to the cost of housing; however, they are required if the City is to provide an acceptable level of public safety.

The Public Safety Element aims to reduce loss of life, injuries, and property damage resulting from natural and human-caused public safety hazards. The Public Safety Element, in conjunction with the Seismic Safety Element, addresses the full scope of potential hazards facing Santee. The Element is designed to identify where private and public conditions such as flooding, dam inundation, fire, toxic wastes, traffic, and crime. It further serves to inform residents, private firms, and public agencies of Santee's policies regarding the type of land uses permitted, how and where to build public facilities, and what types of services should be provided. The objectives of the Element may add to the cost of housing, but are required in order to provide a safer living environment.

Community Design: Scenic Highways and Community Design Element

The Scenic Highways and Community Design Elements provide development controls in the form of design guidelines for streetscapes, visual corridors, and areas of significant aesthetic quality or sensitivity. The policies and implementation measures were determined after identification of design resources and establishment of community design goals and objectives. Implementation measures include

landscaping programs, unique site planning, signing controls, rehabilitation of older units, and architectural review. While these programs reduce the visual pollution of the built environment and enhance residential living conditions with aesthetic amenities, the cost to the City and private developers to implement the program are eventually reflected in increased housing costs.

1.4 Public Participation

Section 65583(c)(5) of the Government Code states that "The local government shall make diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort."

In an effort to achieve part of this standard, the City of Santee had a survey of mobile home park residents conducted in May, 1989. The survey assessed the housing tenure, housing conditions, and demographic background of Santee's mobile home park residents. The survey has aided City administrators in planning for the future needs of these residents, and the results have been incorporated into the goals and policies of this Housing Element.

Aside from the survey, public participation is also provided in the form of public hearings. Following the preparation of the Draft Housing Element and its review by City staff, the Planning Commission conducts public hearings on the Element. Subsequent to Planning Commission action and recommendations to City Council, further public hearings will be held at the City Council level. Once the public hearing and related review are completed, the City Council may formally adopt the Element.

The City currently contributes CDBG funding to the Heartland Human Relations Association for fair housing counseling services. This program has been funded by the City for several years.

The City of Santee intends to continue to cooperate with the San Diego County Fair Housing Council and San Diego County Housing Authority in promoting equal housing opportunity for all economic segments of the community.

2.0 SUMMARY OF HOUSING NEEDS, CONSTRAINTS, AND OPPORTUNITIES

As part of this Housing Element, a separate Technical Data Report was prepared which documents the population, socio-economic, and housing characteristics of the City of Santee. This background report helped to define the City's current and projected housing need, and to provide direction in the development of goals, policies, and programs to address these needs in the Housing Element. The Housing Element Technical Data Report is included in the General Plan Appendices.

This section of the Housing Element summarizes the findings of housing need from the Technical Data Report. In addition, certain constraints which may discourage the construction of new housing are evaluated, as well as opportunities that will further the development of housing in the community.

2.1 Summary of Housing Needs

A number of factors will influence the degree of demand or "need" for new housing in Santee in coming years. The four major "needs" categories considered in this Element include:

- Housing needs resulting from increased population growth, both in the City and the surrounding region;
- Housing needs resulting from the deterioration or demolition of existing units;
- Housing needs that result when households are paying more than they can afford for housing;
- Housing needs resulting from the presence of "special needs groups" such as the elderly, large families, female-headed households, households with a handicapped person, and the homeless.

For a more detailed discussion of these needs categories, refer to the Housing Element Technical Data Report.

2.1.1 Population Growth

The 1988 population of the City of Santee was nearly 52,000 persons, making it the tenth largest city in San Diego County. During the 1980's, its average annual growth rate was 3 percent, slightly lower than that experienced by the County. (It should be noted that Santee's annual growth rate was slightly higher prior to 1985 - 3.2 percent, and dropped to an average of 2.7 percent from 1985 to 1988.) The City's projected growth rate from 1980 to 2000 is shown in Table 4. The population trends from 1980 - 1988 for Santee and surrounding areas are shown in Table 5. The City's population growth rate is indicative of the fact that Santee is an urbanizing community with land available for residential development.

Growth projections through the year 2000 indicate substantive increases in Santee's population, although the annual growth rate is projected to slow to 1.8 percent. As discussed under Housing Opportunities, much of the City's future growth will be accommodated through the development of vacant land, a large proportion of which will occur in the currently undeveloped Fanita Ranch area located in the northern portion of the City. Construction of SR52 through the City will also encourage residential development as access to the City is improved.

TABLE 4
CITY OF SANTEE
PROJECTED POPULATION GROWTH: 1980-2000

	1980	(b)1988	(c)1995	(c)2000	CHANGE 1980-2000	
					NO.	%
Total Population (a)	41,796	51,873	57,185	63,295	21,499	51.4
In Households -	41,115	51,087	56,547	63,581	22,466	54.6
In Group Quarters	681	786	638	714	33	4.8

Source: (a) Total 1980 population based on Santee 1984 Housing Element; breakdown by households and group quarters based on proportions in 1980 Census.

(b) Dept. of Finance, Controlled Population Estimates for 1/1/88.

(c) SANDAG Series 7 Regional Growth Forecast: 1986-2010, July 1988.

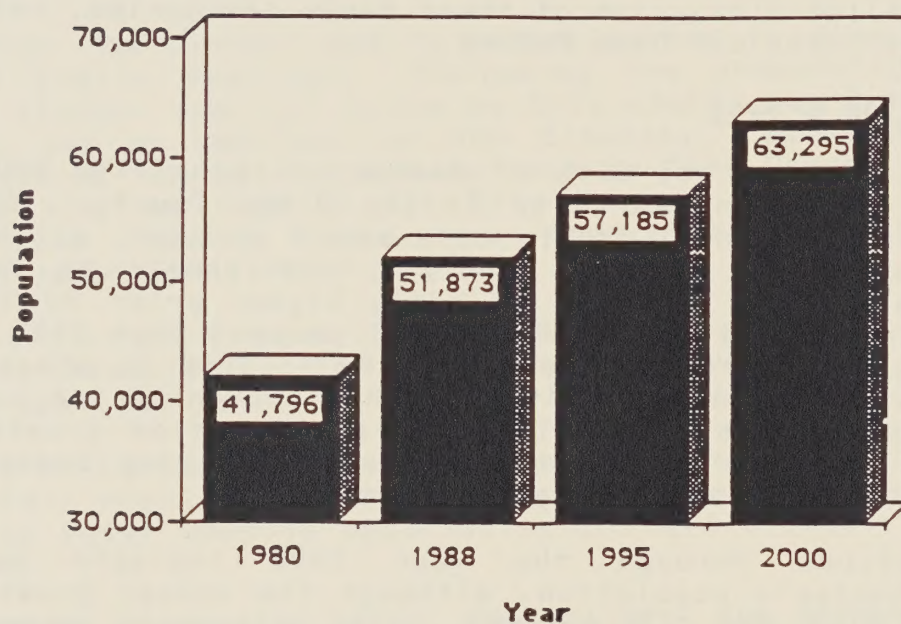


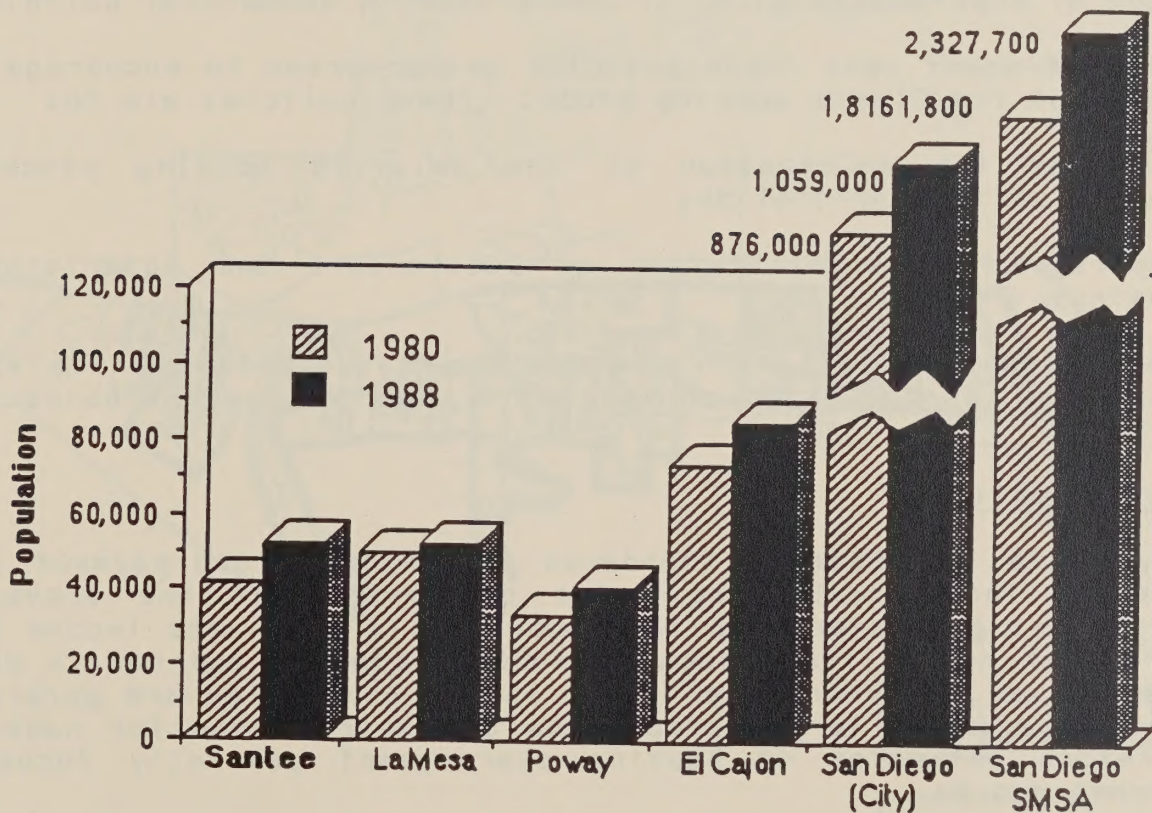
TABLE 5
POPULATION TRENDS: SANTEE AND SURROUNDING AREAS
1980-88

JURISDICTION	(a)1980	(c)1988	% INCREASE
Santee	(b)41,796	51,873	+24.1%
El Cajon	73,892	84,623	+14.5%
La Mesa	50,308	52,334	+ 4.0%
Poway	33,178	41,306	+24.5%
San Diego (City)	875,538	1,058,702	+21.0%
San Diego SMSA	1,861,846	2,327,684	+25.0%

Source: (a)U.S. Dept. of Commerce, Bureau of the Census, 1980 Census Report.

(b)Santee Housing Element, 1984.

(c)Department of Finance, Controlled Population Estimates, 1/1/88.



2.1.2 Substandard Units

The accepted standard for housing rehabilitation needs is after 30 years. In 1988, approximately 16 percent of Santee's housing stock was over 30 years old. However, in ten years, more than one-third (6,000 dwelling units) of the City's housing will be over 30 years of age, indicating the need for continued housing maintenance to prevent widespread housing deterioration.

A December 1988 windshield survey of targeted neighborhoods revealed that the majority of the City's housing stock is in good condition. However, with such a large proportion of the City's housing stock nearing 30 years of age, continued maintenance of this older housing will be essential to prevent widespread housing deterioration. The City's 1988-1991 Housing Assistance Plan identifies a total of 1,522 substandard dwelling units in Santee, 1,236 of which are suitable for rehabilitation and the remaining 286 which should be replaced. Residential units which currently exhibit structural deterioration are predominantly concentrated in the southern portion of the City along Prospect Avenue and its side streets. This area is encompassed within the City's Neighborhood Revitalization Areas (see Figure 8) which have been targeted for rehabilitation funds. Rehabilitation improvements will continue to be encouraged in this area by offering low interest rehabilitation loans for both single and multi-family housing. In addition, industrial zoning in some of these areas will encourage the demolition of substandard units or conversion to commercial buildings.

The Housing Element sets forth policies and programs to encourage the maintenance of the City's housing stock. These policies aim to:

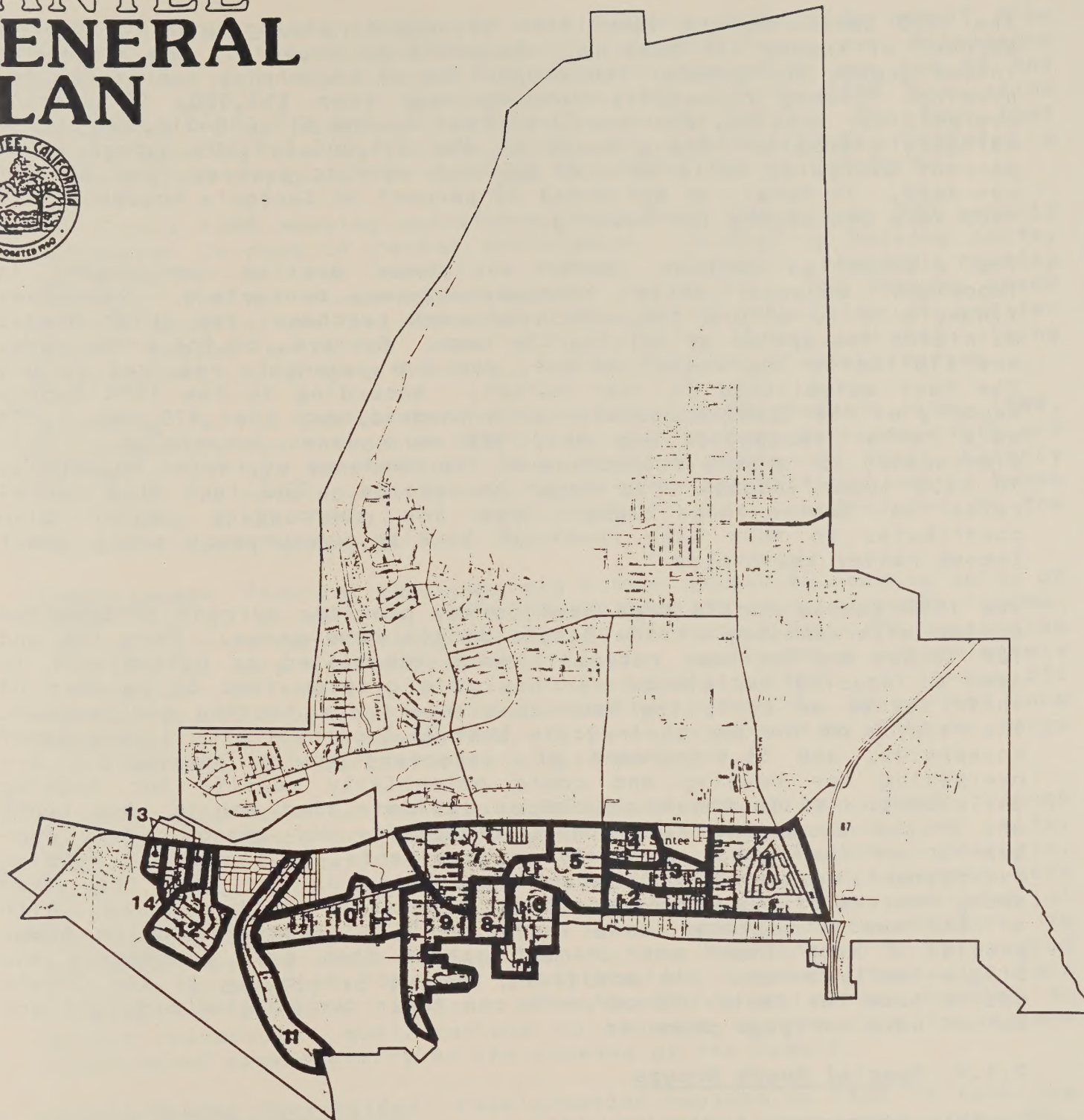
- Encourage the maintenance of the existing housing stock to prevent unit deterioration;
- Encourage the rehabilitation of substandard and deteriorating housing;
- Promote the removal and replacement of substandard units which cannot be rehabilitated or which are located in non-residential zones.

2.1.3 Affordability

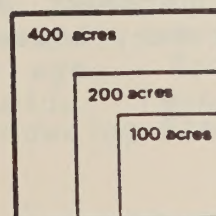
In 1980, State and Federal standards for housing overpayment were based on an income-to-housing ratio of 25 percent and above.(a) Households paying greater than this amount will have less income left over for other necessities, such as food, clothing, and health care. It is recognized, however, that upper income households are generally capable for paying a larger proportion of their income for housing, and therefore estimates of housing overpayment generally focus on lower income groups.

(a) Since 1980, HUD has changed its standards of housing over-payment to 30 percent or more of household income.

CITY OF SANTEE GENERAL PLAN



1-14 survey sub-areas



0 2000 4000 feet
0 500 1000 meters

FIGURE 8

NEIGHBORHOOD REVITALIZATION AREAS

Source: City of Santee
Prepared by: Cotton/Beland/Associates, Inc.

The 1980 Census Report identifies households paying greater than 25 percent of income for housing. As could be expected, the lower the income group, the greater the proportion of households overpaying for housing. Among households earning less than \$10,000, 88 percent overpaid for housing, whereas 72 percent in the \$10,000-\$14,999 income category overpaid. Among those in the \$15,000-\$19,999 category, 61 percent overpaid, while only 25 percent earning greater than \$20,000 overpaid. In total, an estimated 42 percent of Santee's households in 1980 were overpaying for housing.

The distinction between renter and owner housing overpayment is important because while homeowners may overextend themselves financially to afford the option of home purchase, the owner always maintains the option of selling the home. Renters, on the other hand, are limited to the rental market, and are generally required to pay the rent established in that market. According to the 1980 Census Report, of the 1,693 households with incomes less than \$10,000, 1,205 were renter households and only 488 were owner households. This discrepancy is largely reflective of the tendency of renter households to have lower incomes than owner households. The fact that rental rates in Santee are higher than the surrounding region also contributes to this high level of housing overpayment among lower income renter households.

The 1989 Santee Mobile Home Park Survey provides current information on the affordability of the City's mobile home parks. Very low and low income mobile home residents were identified as potentially in need of housing assistance if they paid greater than 30 percent of their income on rent, the Federal standard for housing overpayment. The results of the survey indicate that 23.5 percent of all respondent households, and 31.6 percent of respondent senior households, are overpaying for housing and could potentially qualify for housing assistance. While these statistics indicate that mobile home rents are priced above the level of affordability for approximately one-quarter of the parks' lower income residents, this rate of housing overpayment amongst lower income households is far less than that among renters of the City's apartment and single-family housing. With a 1989 median monthly rental rate of \$322, Santee's mobile homes provide a much lower cost rental option than both apartments and single-family homes. In addition, the vast majority of the City's mobile home residents (76 percent) own their own coaches outright and do not have mortgage payments.

2.1.4 Special Needs Groups

Certain segments of the population may have a more difficult time finding decent, affordable housing due to special circumstances. In Santee, these "special needs" households include the elderly, handicapped persons, large families, female-headed households, farm workers, military households, and the homeless.

Elderly: The special needs of many elderly households result from their lower, fixed incomes, physical disabilities, and dependence needs. In 1980, 7.5 percent of Santee's population was age 65 and above. Applying this percentage to the City's 1988 population translates to an estimated 4,341 elderly residents. The fact that nearly half of the City's residents are between 25-64 indicates a growing elderly population as these residents age as a cohort.

The City's 1988 Housing Assistance Plan (HAP) identifies 380 elderly households in need of rental assistance. Escalating housing costs, particularly in the rental market, adversely impact housing affordability for fixed-income elderly residents. The housing needs of the elderly can be addressed through the provision of smaller units, second units on lots with existing homes, shared living arrangements, congregate housing, and housing assistance programs.

According to the Santee Mobile Home Survey completed in June, 1989, approximately two-thirds of the City's mobile home park residents are 62 years of age or older. The special needs of these elderly residents are related to the ongoing maintenance of their mobile homes and rising space rents. A copy of this survey is included in the Housing Element Technical Data Report.

Handicapped: Physical handicaps can hinder access to housing units of normal design as well as limit the ability to earn adequate income. Santee's preliminary Housing Assistance Plan identifies 232 households with one or more handicapped individuals, representing approximately 1.3 percent of the City's total households in 1988. Of these 232 households, 53.5 percent were small family households, 21 percent were comprised of elderly households, 13 percent were classified as large families, and 12.5 percent were single persons.

Housing opportunities for the handicapped can be maximized through housing assistance programs, single-level units, ground floor units, and units which incorporate design features such as widened doorways, access ramps, and lowered counter tops. The Housing Element sets forth policies to implement State standards for the provision of handicapped accessible units in new development, and in addition, to encourage housing which is provided for the handicapped to be located in close proximity to public transportation and services. The Fair Housing Act of 1988 requires owner/landlords of rental housing to permit reasonable modifications to be made to the unit to improve handicapped accessibility at the expense of the tenant.

Female-Headed Households: Female-headed households tend to have low incomes, thus limiting housing availability for this group. In 1980, 20.5 percent of all households were headed by a woman in Santee, 32 percent of which earned incomes below the poverty level. Applying this percentage to the City's 1988 housing stock translates to an estimated 3,598 female-headed households, nearly one-fifth of which have dependent children under 18 years of age. Providing housing opportunities for female-headed households relates both to affordability and child care services. The Housing Element sets forth

policy to encourage the development of child care facilities coincident with new housing development, and to consider the use of incentives such as density bonus, reduced development fees and/or financial assistance.

Farmworkers: The special housing needs of many farmworkers stem from their low wages and the insecure nature of their employment. According to the 1980 Census, 1.1 percent of residents in the Santee CDP were employed in farming, forestry, or fishing. Applying this proportion to 1988 population figures translates to an estimated 272 Santee residents employed in agricultural-related fields. The demand for housing generated by farmworkers in the City is thus estimated to be extremely low. Nonetheless, housing opportunities for farmworkers can be enhanced by expanding the City's affordable housing stock.

Military: Military households are also considered a group with special housing needs because of their lower incomes and uncertain length of residency. The U.S. Government has conducted a survey of all military households by zip code as of September 1988. According to this survey, 2,879 military households (5.7%) exist within the zip code that includes Santee (92071). This figure includes all branches of the military, retired, and dependents of military personnel. By comparison, the 1986 Series 7 report indicates that 12.6 percent of all employed persons in San Diego County and 9.4 percent of those in the City of San Diego work in branches of the military. Housing opportunities for this special needs group can be enhanced by increasing the City's affordable housing stock.

Homeless: Throughout the country, homelessness has become an increasing problem. Factors contributing to the rise in homeless include lack of housing affordable to low and moderate income persons, increases in the number of persons whose incomes fall below the poverty level, reductions in public subsidy to the poor, and the de-institutionalization of the mentally ill. According to the San Diego County Sheriff's Department, approximately 30 homeless individuals reside in Santee. The City's homeless consist primarily of persons under the age of 18, and individuals in their early 20's and 30's. The majority of these people are white males; very few families are represented. An additional fifteen persons live in automobiles, continually relocating from parking lot to parking lot in the Santee area.

The Heartland Human Relations Association (HHRA) of the East County, located in the City of La Mesa, is a privately-owned agency that provides counseling services, shelter, employment referrals, and emergency food to the homeless in the area. Between January through March of 1989, the HHRA provided aid to 156 homeless persons. The number of persons seeking aid from the agency has increased significantly within the last five years. Although the HHRA does not provide shelter, it does refer persons seeking shelter to several homeless shelters, most of which are located in downtown San Diego. They also refer some to the East County Emergency Shelter in El Cajon and to local churches that operate on a revolving shelter system.

The City of Santee currently contributes CDBG funding to HHRA for fair housing counseling services. This program has been funded by the City for several years with funds previously coming from the General Fund. In addition to contributions to the HHRA, the City also provides funding assistance to the Santee Food Bank. In 1989, the Food Bank received \$8,000 in GRS funds from the City.

The Housing Element calls for the City to coordinate with local social service providers to address the needs of the City's homeless population. In addition, the Element sets forth policies for the provision of transitional housing in residential zones close to services, subject to the granting of a Conditional Use Permit (CUP). Emergency shelters may also be permitted in commercial and industrial zones, subject to a CUP. Conditions for the CUP shall be standardized and objective, and no more restrictive than those for similar uses. If a local organization has identified a proposed shelter site which is otherwise satisfactory but requires rezoning, the City will consider initiating the rezoning depending on the compatibility with surrounding areas, and will also consider waiving the processing fees associated with the rezoning.

2.2 Housing Constraints

Actual or potential constraints on the provision and cost of housing affect the development of new housing and the maintenance of existing units for all income levels. Market, governmental, infrastructural, and environmental constraints to housing development in Santee are discussed below.

2.2.1 Market Constraints

The high cost of renting or buying adequate housing is the primary ongoing constraint to providing adequate housing in the City of Santee. High construction costs, labor costs, land costs, and market financing constraints are all contributing to increases in the availability of affordable housing.

Construction Costs: The single largest cost associated with building a new house is the cost of building material, comprising between 40 to 50 percent of the sales price of a home. Overall construction costs rose over 30 percent between 1980 and 1988, with the rising cost of energy a significant contributor. Construction costs for wood frame, single-family construction of average to good quality range from \$40-55 per square foot, with custom homes and units with extra amenities running somewhat higher. Costs for wood frame, multi-family construction average around \$42 per square foot, exclusive of parking. City subsidies to on- and off-site improvement costs may assist in the provision of affordable housing units.

Land: Land costs include the cost of raw land, site improvements, and all costs associated with obtaining government approvals. The price of land as a percentage of new home costs has risen steadily since 1970, increasing state-wide from 21 percent to 27.8 percent in 1980.

The shrinking supply of available land in the Southern California region has accounted for steady increase in raw land costs. Marginal lands, such as those in Santee's hillside areas which are open to development, will require greater site improvements to render them developable, factoring into the price of land.

Higher density zoning could reduce the cost per unit of land, but land zoned for higher densities generates more costs in providing community services such as schools, parks and roadways, and commands a higher market price. For this reason, density bonuses rather than zone changes may be the preferred vehicle for reducing land costs. The Housing Element identifies the use of land assemblage and write-down as an incentive for the provision of affordable units.

Labor Costs: Labor is the third most expensive component in building a house, constituting an estimated 17 percent of the cost of building a single-family dwelling. The cost of union labor in the construction trades has increased steadily since April, 1974. The cost of non-union labor, however, has not experienced such significant increases. Because of increased construction activity, the demand for skilled labor has increased so drastically that an increasing number of non-union employees are being hired in addition to unionized employees, thereby lessening labor costs.

Financing: Although the 6 percent drop in interest rates since the early 1980s has been significant, it should be noted that most conventional financing is now variable rate. The ability of lending institutions to raise rates to adjust to inflation will cause many existing households to overextend themselves financially, as well as returning to a situation where high financing costs substantially constrain the housing market.

Interest rates are determined by national policies and economic condition, and local governments can do very little to affect these rates. Jurisdictions can, however, offer interest rate write-downs to extend home purchase opportunities to lower income households. The Housing Element sets forth policies that encourage the use of favorable home purchase techniques, such as shared equity and limited equity cooperatives, as might become available through institutions and public and private agencies. In addition, incentives are provided for the conversion of existing mobilehome parks to resident ownership.

Profit, Marketing, and Overhead: Rising marketing and overhead costs have contributed to the rising costs of housing. Inflation has spurred much of the increase in marketing and overhead. Intense competition among developers has necessitated more advertising, more glamorous model homes, and more expensive marketing strategies to attract buyers.

2.2.2 Governmental Constraints

Housing affordability is affected by factors in both the private and public sectors. Actions by the City can have an impact on the price and availability of housing in the City. Land use controls, site improvement requirements, building codes, fees and other local programs intended to improve the overall quality of housing may serve as a constraint to housing development.

Land Use Controls: As indicated in the following section, Housing Opportunities, an estimated 3,009 to 11,821 new residential dwelling units could be developed on vacant lands in Santee under the General Plan. SANDAG has estimated a housing need of 2,920 units in the City from January 1989 through July 1996. The Plan thus provides for a residential development capacity which is more than adequate to serve projected future housing demand. The Land Use Plan cannot, therefore, be interpreted as a constraint to the provision of affordable housing, particularly since 1,953 to 3,390 units are designated for multi-family use up to 22 dwelling units per gross acre, and can more readily be priced to meet the needs of lower income households.

Building Codes and Enforcement: The City of Santee's Building Code is based upon the State Uniform Administrative Code and is considered to be the minimum necessary to protect the public's health, safety, and welfare. The City's recently amended Fire Code requiring sprinklering on new residential construction is expected to add an additional \$1.00 to \$1.50 per square foot to the cost of development. This requirement will minimize the loss of life resulting from residential fires.

In terms of the existing housing stock, substandard housing conditions in the City are abated primarily through Code Compliance. Identification of code violations are primarily based on citizen complaints. Property owners are advised by the City of available rehabilitation programs to assist in the correction of code violations.

Fees and Improvements: Various fees and assessments are charged by the City to cover the costs of processing permits and providing services and facilities, such as utilities, schools, and infrastructure. Almost all of these fees are assessed through a pro rata share system, based on the magnitude of a project's impact or on the extent of the benefit which will be derived. Table 35 in the Technical Data Report lists Santee's residential fees; the City's fees are comparable with other Southern California jurisdictions. These fees, however, contribute to the cost of housing and may constrain the development of lower priced housing units. The City currently provides for reduced processing fees for mobilehome subdivisions. Certain residential development fees may be reviewed to determine if waiver or subsidy by the City may be beneficial for the provision of lower income and senior citizen housing. A fee reimbursement program for affordable housing could be financed by the City's redevelopment set-aside fund.

Local Processing and Permit Procedures: The evaluation and review process required by City procedures contributes to the cost of housing in that holding costs incurred by developers are ultimately manifested in the unit's selling price. Residential projects in Santee generally receive concurrent processing, thereby shortening review time and minimizing related holding costs.

2.2.3 Infrastructure Constraints and Freeway Development

Deficiencies existing in infrastructure and public services may constrain the development of lower priced units. In addition, development of new freeway corridors can result in the displacement of existing households located in the freeway right-of-way.

Water and Sewer Utilities: The Padre Dam Municipal Water District provides both water and sewer services to Santee, with supplemental services provided by the Mt. Helix Water District to portions of the City. At present, the District indicates adequate capacity is available to meet the City's projected water and sewer needs. The District is currently reviewing several programs to expand the District's sewer capacity to meet the City's future needs. The District is limited in its ability to provide water service to some development in hillside areas. As the City continues to urbanize, many areas will require the extension of water and sewer service mains and the construction of water tanks at non-serviceable elevations to facilitate future growth. To ensure that all new housing development and redevelopment in Santee will have adequate infrastructural facilities, the Housing Element calls for the monitoring of the amount and geographic location of development so that City services and facilities can accommodate that growth.

Education: Increases in the number of families with school-aged children have resulted in overcrowding in some schools in Santee. The Santee School District anticipates reaching maximum capacity within the next two to three years; at which time, the District will apply for State funding for the construction of additional school facilities. State school funding is limited, however, and developer fees levied by the District on new construction cover only a fraction of the cost of the educational needs generated by new development. A significant factor in the magnitude of future school overcrowding in Santee will be the phasing of development in Fanita Ranch.

It should be noted, however, that a second high school in the Santee area (West Hills High School) is under construction outside the City limits on its western boundary. Currently, the school site is within San Diego City limits, but the City of Santee has pre-zoned the area and initiated annexation proceedings. The school is part of the Grossmont Union High School District.

Police: Police protection is provided by the San Diego County Sheriff's Department under contract with the City. A contract for law enforcement services can be written for any level of service desired by the City. As residential growth generates increases in Santee's population, additional police officers and patrol units will be

necessitated. Assuming the City's capability to finance additional police services, adequate police protection will be available to serve future development in Santee.

Freeways: The California Department of Transportation (CALTRANS) is planning to construct two freeways (State Routes 52 and 125) through the City of Santee, both of which will displace housing located in the freeway rights-of-way. Within the five year timeframe of this Housing Element, SR52 will be built as far as Mast Boulevard, potentially reaching the connection to SR125 at Fanita Avenue. However, it will not be built to SR67 within the timeframe of the Housing Element. Several homes are projected to be displaced from the acquisition of the freeway rights-of-way for construction of the freeway. Although the exact route of SR125 has not been finalized, the Fortuna/Prospect alignment for SR52 was adopted under the CALTRANS Final EIS for SR52 in July, 1989.

The projected number of units which would be displaced as a result of SR52 totals 690 dwellings, including 280 mobile homes from four parks. This accounts for approximately 4 percent of the City's dwelling units and 13 percent of its mobile homes. Federal relocation assistance is required for displaced persons under the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act. Eligible displaces would receive moving expenses and supplemental payments to compensate for increased home costs, increased interest costs, and other expenses. Construction of replacement housing could also be required if comparable replacement housing is not available.

CALTRANS also has the Mobile Home Relocation Assistance Program which provides specific relocation advisory assistance, moving payments, and supplementary payments for owners and tenants of mobile home parks. If possible, relocation will be into existing parks. If necessary, however, expansion of an existing park or a new park will be built. Mobile home residents require special assistance because of the limited number of available spaces in existing mobile home parks and the unique atmosphere that mobile home parks provide to their predominantly elderly residents.

2.3 Housing Opportunities

This section evaluates the potential residential development which could occur under the Santee General Plan.

2.3.1 Vacant Sites

Figure 9A illustrates vacant land potentially suitable for residential development in Santee.

Table 6 provides a breakdown of the number and type of additional residential dwellings which could be constructed in Santee under the General Plan. Due to the uncertainty of residential densities in the Fanita Ranch area since a Specific Plan has not yet been adopted for this area, the residential development potential in this area represents that specified in the City's Land Use Element. The actual

CITY OF SANTEE GENERAL PLAN

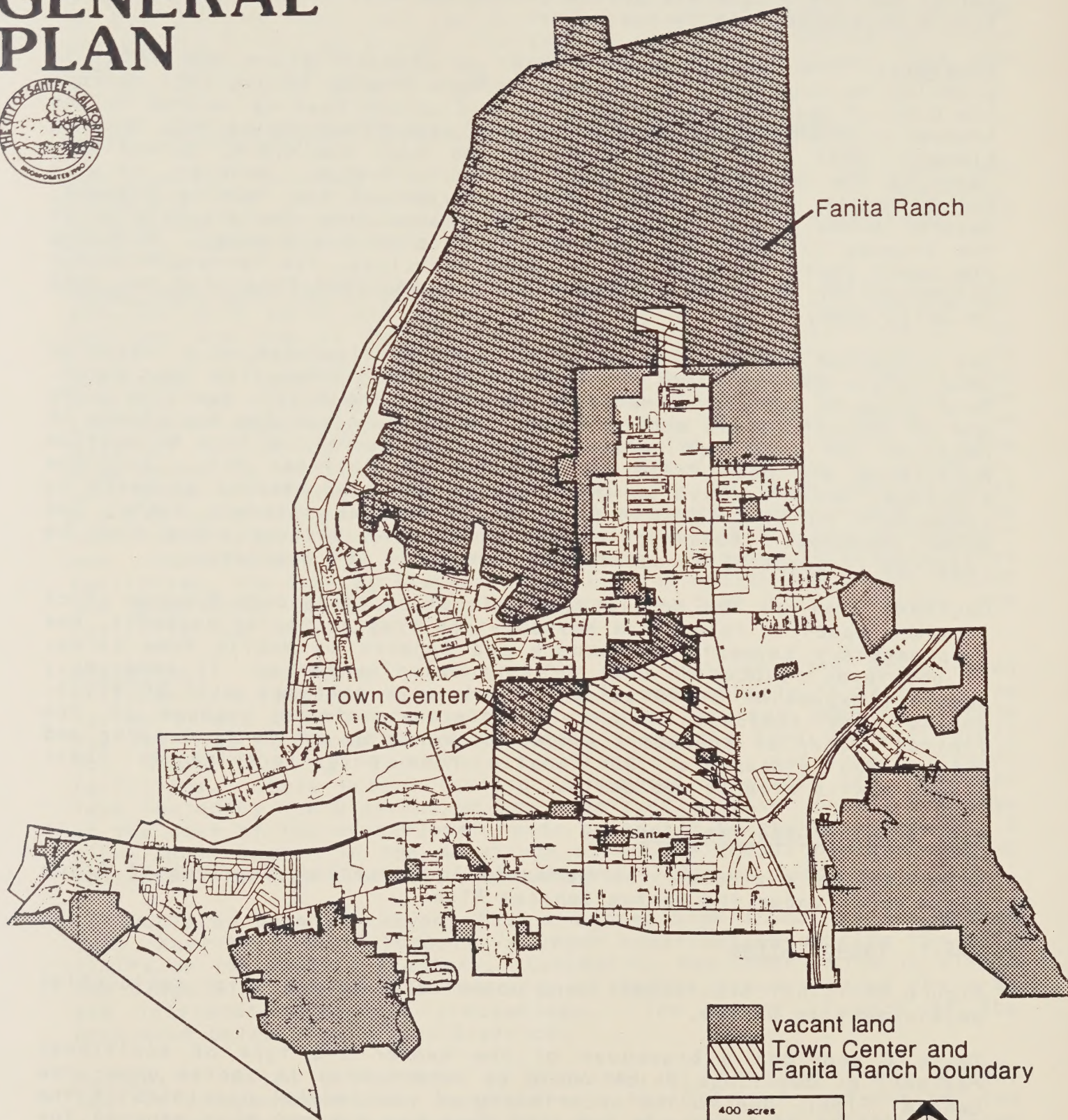


FIGURE 9A
 Vacant Land Designated for
 Potential Residential Development - 1989

Source: City of Santee
 Prepared by: Cotton/Beland/Associates, Inc.

TABLE 6
HOUSING UNIT POTENTIAL ON VACANT POTENTIAL DEVELOPABLE LAND - 1989

General Plan Designation	Acreage	Potential Dwelling Units(a)	Population Capacity(b)
HL-Hillside Limited Residential (0-1 du/gr.ac.)	650	0 - 650	0 - 1,820
R-1 - Low Density Residential (1-2 du/gr.ac.)	718	718 - 1,436	2,010 - 4,021
R-2 - Low-Medium Density Residential (2-5 du/ac.gr.)	169(c)	338 - 845	946 - 2,366
R-7 - Medium Density Residential (7-14 du/gr.ac.)	107	749 - 1,498	2,097 - 4,194
R-14 - Medium-High Density Residential (14-22 du/gr.ac.)	86(d)	1,204 - 1,892(e)	3,380 - 5,298
Specific Plan(f)	2,550	0 - 5,500	0 - 5,400
Total	4,280	3,009 - 11,821	8,433 - 33,099

- (a) Does not account for Hillside Overlay requirements for the HL, R-1 and R-2 zones which reduce allowable densities up to 75 percent of the base density in areas with an average slope of 10 percent or greater.
- (b) Assumes 2.8 persons/household.
- (c) Includes 17 acres of land currently occupied by radio towers. As land surrounding this parcel develops, it is anticipated this use will be discontinued.
- (d) Includes 14.8 acres vacant land designated Office Professional which permits senior housing at 14-22 dwelling units per gross acre. The City currently has two senior housing proposals on this acreage. This category also includes 19 acres of land currently occupied by radio towers. The City has been informed that the radio station on this site intends to move.
- (e) An estimated 476-924 of these dwelling units are not anticipated to be developed in the five year period of the Housing Element due to their adjacency to a temporary county jail facility.
- (f) The total acreage of the Fanita Ranch Specific Plan Area is 2,550. The amount to be designated residential is unknown. The estimated residential buildout in the Fanita Ranch Specific Plan Area, as identified in the Land Use Element as of July, 1989, is 5,500. The actual number of residential units which will eventually be approved for the Ranch is also unknown at this time.

number and type of units permitted in Fanita Ranch will be defined in a Specific Plan.

Table 6 identifies 4,280 acres of vacant land in Santee planned for residential densities varying from estate housing on minimum one acre parcels to higher densities of up to 22 dwelling units per gross acre. The residential density ranges for each land use category are intended as an expression of the extreme limits of densities which are reasonable and desirable for areas within the City. For each residential density range indicated, with the exception of Hillside Limited Residential, the lowest end of the density range could be expected to be approved on any given project. Approval of a density higher than the minimum of the range is a discretionary action and is a function of a combination of a series of criteria which are specified in the City's Land Use Element. The potential number of dwelling units in the HL, R-1, R-2 and Fanita Ranch Specific Plan area may be affected by the City's Hillside Overlay District which further restricts density if the property has an average natural slope greater than 10 percent.

Land in the highest density category of 14 to 22 dwelling units per gross acre is located primarily in the central portion of the City. The City has identified the Town Center area as the location for higher density residential development, including senior housing. Approximately 42 of the total 158 acres of residentially planned land in the Town Center may be constrained from development in the immediate future due to their adjacency to a temporary county jail facility.

The City also permits in its Office Professional zone the development of senior housing with a density range of 14 to 22 dwelling units per gross acre. Currently, close to 15 acres of Office Professional land is vacant and has the potential to develop residentially.

2.3.2 Local Employment Market

The San Diego region serves as a major center of employment on the West Coast. SANDAG's Series 7 Regional Growth Forecast projects significant growth in the region's employment base, an estimated 556,000 new jobs to be added by the year 2010 representing an increase of 61 percent. Within Santee, approximately 10,000 new jobs are projected through 2010, representing nearly a 100 percent increase over 1986 employment. Such expanded opportunities for employment will continue to attract new residents to Santee.

3.0 HOUSING ELEMENT GOALS AND POLICIES

This section of the Housing Element contains the goals and policies the City intends to implement that address a number of important housing-related issues. Four major issue areas are addressed by the goals and policies of the Housing Element: (1) ensure that a broad range of housing types are provided to meet the needs of both existing and future residents; (2) increase the supply of sound, affordable housing through the rehabilitation of substandard housing units; (3) maintain the supply of sound, affordable housing through the conservation of existing sound housing stock; and (4) promote equal opportunity of housing choice for all residents. Each issue area and the supporting goals and policies are identified and discussed in the following section.

3.1 Housing Opportunities

The City encourages the construction of new housing units that offer a wide range of housing types to ensure that an adequate supply is available to meet existing and future needs. The maintenance of a balanced inventory of housing in terms of unit type (e.g. single-family, multiple-family, etc.), cost, and style will ensure that the existing variety is maintained. Areas of the City have a distinct character due in large part to the density and housing type of their existing residential neighborhoods. New housing constructed in the City should reflect the character and density of the surrounding neighborhood in particular and the City in general.

Goal 1: Encourage the provision of a wide range of housing by location, type of unit, and price to meet the existing and future needs of Santee residents.

Policy 1.1 Provide a variety of residential development opportunities in the City, ranging in density from very low density estate homes to medium-high density development, as designated on the Land Use Map.

Policy 1.2 Encourage both the private and public sectors to produce or assist in the production of housing, with particular emphasis on housing affordable to lower income households, as well as the needs of the handicapped, the elderly, large families, and female-headed households. Utilize redevelopment set-aside funds to facilitate the provision of affordable units.

Policy 1.3 Respond to State-mandated requirements for the development of low and moderate income housing by allowing developers a 25 percent density bonus or other financial incentive for providing at least 25 percent of the units in a project for low and moderate income residents. Provide rental assistance vouchers, as available, for some or all of the affordable units provided.

- Policy 1.4 Require that housing constructed expressly for low and moderate income households not be concentrated in any single area of Santee.
- Policy 1.5 Encourage and activate the development of housing for the elderly through use of incentives such as density bonus, project-based rental assistance, provision of infrastructure, land or interest rate write-downs and fee waivers.
- Policy 1.6 Re-evaluate the City's current density incentives in the Zoning Ordinance for low/moderate senior units and revise to reflect realistic increases that could be granted, similar to that currently provided by State law.
- Policy 1.7 Actively market the shared housing program sponsored by the East County Council on Aging as an option for seniors to share existing housing in the community.
- Policy 1.8 Encourage the development of residential units which are accessible to handicapped persons or are adaptable for conversion to residential use by handicapped persons.
- Policy 1.9 Encourage development of new housing units designated for the elderly and disabled persons to be in close proximity to public transportation and community services.
- Policy 1.10 Encourage the development of child care facilities coincident with new housing development, and consider the use of incentives such as density bonus, reduced development fees and/or financial assistance.
- Policy 1.11 Coordinate with local social service providers to address the needs of the City's homeless population. Amend the Zoning Ordinance to permit the development of transitional housing in the City's multi-family residential zones and/or the Office/Professional and General Commercial zones, in locations close to services, subject to Conditional Use Permit. Amend the Zoning Ordinance to permit emergency shelters in commercial and industrial zones, subject to a CUP. Conditions for the CUP shall be no more restrictive than those for similar uses.
- Policy 1.12 Facilitate timely building permit and development plan processing for residential construction.

Policy 1.13 Encourage the use of favorable home purchasing techniques, such as municipal mortgage loans, shared equity and limited equity cooperatives, as might become available through public and private agencies and institutions.

Policy 1.14 Encourage the use of energy conservation devices such as low flush toilets and weatherization improvements, along with passive design concepts which make use of the natural climate, to increase energy efficiency and reduce housing costs.

Policy 1.15 Ensure that all new housing development and redevelopment in Santee is properly phased in amount and geographic location so that City services and facilities can accommodate that growth.

Policy 1.16 Encourage the development of new mobile home park subdivisions through density bonus incentives and/or reduction or waiver of development fees.

3.2 Accessibility of Housing

Housing opportunities in the City must be made available to all persons regardless of age, income, or race. The diverse make-up of the San Diego region will continue to attract a wide variety of people. The City has made a strong and firm commitment that fair housing practices will continue in Santee.

GOAL 2: Promote equal opportunity for all residents to reside in the housing of their choice.

Policy 2.1 Prohibit discrimination in the sale or rental of housing with regard to race, ethnic background, religion, handicap, income, sex, age and household composition.

Policy 2.2 Continue active support and participation with the Heartland Human Relations Association to further spatial deconcentration and fair housing opportunities.

3.3 Maintenance and Preservation of Housing

Substandard and deteriorating housing units, in addition to the obvious problems of blight, can expose occupants to hazards ranging from electrical fire to exposure to toxic substances used in construction. Many factors can determine the "life expectancy" of a dwelling including quality of workmanship, age, type of construction, and location. A major focus of this Housing Element is to provide goals and policies which underscore the City's commitment to ensure that substandard housing units are rehabilitated and that units which are currently sound are adequately maintained.

GOAL 3: Increase the supply of sound housing at prices affordable by all segments of the community through the rehabilitation of substandard housing units.

- Policy 3.1 Advocate the rehabilitation of substandard residential properties by homeowners and landlords.
- Policy 3.2 Continue existing residential rehabilitation programs which provide financial and technical assistance to lower income property owners to enable correction of housing deficiencies which could not otherwise be undertaken, and consider expanding these programs through use of the redevelopment set-aside fund.
- Policy 3.3 Focus rehabilitation assistance in the City's Neighborhood Revitalization Areas in order to create substantive neighborhood improvement and stimulate additional unassisted improvement efforts.
- Policy 3.4 Continue to utilize the City's code enforcement program to bring substandard units into compliance with City codes and to improve overall housing quality and conditions in Santee.
- Policy 3.5 Mitigate the displacement impacts occurring as a result of residential demolition through unit replacement or relocation of tenants.

GOAL 4: Maintain the supply of sound, affordable housing in Santee through the conservation of the currently sound housing stock.

- Policy 4.1 Encourage the retention of existing single-family residential neighborhoods which are economically and physically sound, and monitor the effect of growth and change.
- Policy 4.2 Encourage the retention of existing, viable mobile home parks which are economically and physically sound.
- Policy 4.3 Promote increased awareness among property owners and residents of the importance of property maintenance to long-term housing quality.
- Policy 4.4 Encourage vigorous enforcement of existing building, safety, and housing codes to promote property maintenance.

4.0 IMPLEMENTATION/HOUSING PROGRAM

4.1 Introduction and Background

The Housing Element describes the housing needs of the City's current and projected population, as well as the specific needs resulting from the deterioration of older units, lack of affordable housing for lower income groups, and special needs for certain segments of the City's population. The goals and policies contained in the Housing Element address the City's identified housing needs. These goals and policies are implemented through a series of housing programs that are funded and administered through a variety of local, regional, State and Federal agencies.

Actions included in these housing programs must address five specific areas, as enumerated below:

- . Conserving and improving the condition of the existing stock of affordable housing.
- . Providing adequate sites to achieve a variety and diversity of housing.
- . Assisting in the development of affordable housing.
- . Removing governmental constraints if necessary.
- . Promoting equal housing opportunity.

Santee's housing program for addressing unmet housing needs is described in Section 4.4 of this chapter according to the foregoing categories. The overall program strategy developed incorporates what has been learned from the prior Housing Element (Section 4.2) and embodies a major new source of program funding--Redevelopment Set-Aside (Section 4.3). Programs are also reflective of Santee's recent status as an entitlement City with discretion over expenditure of CDBG funds.(a)

(a) As a recent entitlement City in the Community Development Block Grant (CDBG) Program, the City of Santee is now responsible for administering its own CDBG-funded housing programs. The CDBG programs identified in this Element reflect the City's initial first-year commitment of CDBG funding. The City has indicated it intends to establish new programming of CDBG funds to address the stated goals and policies of this Housing Element to address Santee's housing needs which could benefit from CDBG funding.

4.2 Evaluation of Accomplishments Under 1984 Housing Element

State Housing Element law requires communities to assess the achievements under adopted housing programs as part of the five year update to their Housing Elements. The City of Santee's first Housing Element was adopted August 15, 1984. As part of this Housing Element, the results of this assessment have been quantified where possible (e.g., mitigation of governmental constraints). These results are then compared with what was projected or planned in the earlier Element. Where significant shortfalls exist between what was planned and what was actually achieved, the reasons for such differences are discussed.

The Santee 1984 Housing Element sets forth a series of quantified objectives which specify numerical targets for housing assistance to be achieved over the mid-1984 to mid-1989 time period of the Housing Element. The following section examines the actual progress made towards achieving these housing objectives. The results of this analysis has been utilized to refine and augment the City's existing housing programs to develop an overall strategy to adequately address the community's identified housing needs. This strategy is presented in Section 4.4 (Housing Programs) of this Housing Element.

Objective 1.0: To improve at least 15 percent of the housing units which are in need of fix-up/paint-up repairs and/or minor rehabilitation. (The estimated need is 659 housing units.)

Accomplishment: The San Diego County Housing Authority, pursuant to its agreement with the City, issued 165 weatherization grants and 163 grants for the elderly/disabled for housing rehabilitation programs up to 1988 with limited staffing, funding and community outreach. Santee now operates its own CDBG programs with staff dedicated to this function. CDBG rehabilitation loans permit general property and minor rehabilitation improvements after substandard conditions are corrected. The Housing Element sets forth a 5-year rehabilitation goal for 200 owner and 100 renter units.

Objective 2.0: To improve at least 15 percent of the housing units which are in need of major rehabilitation. (The estimated need is 167 housing units.)

Accomplishment: Under the auspices of the County, CDBG rehabilitation loans have been offered to low and moderate income homeowners. During the 1984-1989 period, a combination of deferred payment and interest subsidy loans were granted to 107 mobilehome and eight single family units for needed rehabilitation improvements. Now that Santee has become an entitlement City and operates its own CDBG program, the City's rehabilitation efforts will be more aggressive. The City has hired a full-time staff person to oversee its CDBG programs and has established a 5-year rehabilitation goal of assistance to 200 owner and 100 renter units.

Objective 3.0: To aid at least 15 percent of the lower income renter households who have housing assistance needs. (The number of needy households is estimated to be 666.)

Accomplishment: As of May 1989, the City of Santee had a total of 155 Section 8 housing vouchers and certificates under lease. As the limited availability of Federal rent subsidies prevents the City from meeting its rental assistance goals, the Housing Element recommends the use of redevelopment set-aside funds to augment available rent subsidies. While no additional affordable housing projects have been developed in the City since 1984, a senior housing project, with a portion of the units set aside for low and moderate income seniors under the City's density bonus program, has been proposed. Redevelopment monies will be used to provide incentives (such as land write-downs) for affordable unit construction.

Objective 4.0: To assist at least 40 percent of the moderate income renter households to obtain ownership housing. (The number of needs households is estimated to be 121.)

Accomplishment: Since adoption of the 1984 Housing Element, the City has not yet provided any assistance in this area. A major new funding source, redevelopment set-aside, is permitted to be used for assistance to moderate income households. The Housing Element sets forth a new redevelopment funded program to provide down payment assistance to renter households. In addition, by expanding incentives for the creation of mobilehome subdivisions, additional renter households may be afforded the option of home purchase.

Objective 5.0: To assist resident homeowners to reduce housing expenses (to the extent possible).

Accomplishment: The City co-sponsored a MPAP application which resulted in \$793,800 in funding for the resident conversion of Highlands Mobile Home Estates. In addition, the City has recently initiated a program to provide \$50 monthly rental vouchers to lower income senior mobilehome residents.

Objective 6.0: To produce new housing consistent with projected housing needs to the maximum extent possible.

Accomplishment: The City of Santee developed a comprehensive Zoning Ordinance in July 1985 to implement the City's General Plan. The Zoning Ordinance contains a density bonus provision as an incentive for the development of low/moderate and senior housing. In addition, a recent amendment to the ordinance provides for density and fee reduction incentives for the development of mobilehome park subdivisions. These provisions have been established in an attempt to provide housing to meet the needs of those groups not adequately provided for in the market.

4.3 Redevelopment Set-Aside Fund

Legislative Background

State Redevelopment Law provides the mechanism whereby cities and counties within the State can, through adoption of an ordinance, establish a Redevelopment Agency. The Agency's primary purpose is to provide the legal and financial mechanism necessary to address blighting conditions in the community through the formation of a Redevelopment Project Area(s). Of the various means permitted under State Law for financing redevelopment implementation, the most useful of these provisions is tax increment financing. This technique allows the assessed property valuation within the Redevelopment Project Area to be frozen at its current assessed level when the Redevelopment Plan is adopted. As the property in the Project Area is improved or resold, the tax increment revenue generated from valuation increases above the frozen value is redistributed to the Redevelopment Agency to finance redevelopment project costs.

In general, many early redevelopment projects focused primarily upon demolition of blighted residential buildings and development of new non-residential uses or upper income residential projects. While these types of projects worked to eliminate blighting conditions, they did little or nothing to aid the mostly low and moderate income residents of the housing that was demolished, in addition to having a negative impact on a community's supply of affordable housing. To address the problems that arose with regard to the effect of redevelopment on low and moderate income housing, the State Legislature enacted a series of changes to Community Redevelopment Law which require Redevelopment Agencies to undertake activities which will assist in the production of low and moderate income housing.

The legislative requirements regarding low and moderate income housing generally fall into three basic categories: 1) expenditure of 20 percent of the tax increment revenue to increase and improve the supply of low and moderate income housing in a community; 2) requirements that Redevelopment Agencies replace low and moderate income housing which is destroyed as a result of a redevelopment project; and 3) requirements that a portion of all housing constructed in a Redevelopment Project Area be affordable to low and moderate income persons and families. The requirement for Redevelopment Agencies to set aside 20 percent of a project's tax increment for low and moderate income housing can provide a significant source of funding for implementation of a community's housing programs.

Santee

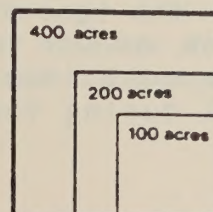
In 1982, the Santee Redevelopment Agency began its efforts to reverse the economic decline of the City's most blighted commercial and residential neighborhoods. The Santee Redevelopment Project Area and Subareas were formed in 1982, with 20 percent of the tax increment generated in these areas set aside in a low and moderate income housing fund. (Figure 9B delineates the Santee Redevelopment Area.) The Santee Redevelopment Agency has indicated that approximately \$2.2

CITY OF SANTEE GENERAL PLAN



FIGURE 9B
Santee Redevelopment Area

Source: City of Santee
Prepared by: Cotton/Beland/Associates, Inc.



0 2000 4000 feet
0 500 1000 meters

million dollars is currently available for expenditure from the Redevelopment Set-Aside Fund.

In 1988, AB 4566 mandated that Redevelopment Agencies with "excess surplus" (a) monies in their housing set-aside funds must either spend these funds within five years or else transfer them to another local housing authority for expenditure. State law sets forth a variety of options for localities to expend their housing funds, including the following:

- Land Disposition and Write-Downs
- Site Improvements
- Loans
- Issuance of Bonds
- Land and Building Acquisition by Agencies
- Direct Housing Construction
- Housing Rehabilitation Programs
- Rent Subsidies
- Predevelopment Funds
- Administrative Costs for Non-Profit Housing Corporations

The City of Santee is in the process of developing an overall strategy for expenditure of its redevelopment set-aside fund. As the fund is not restricted to assisting only lower income households (as are many of the City's other funding sources), the City may be interested in targeting a portion of it towards increasing home ownership opportunities for moderate income households. A significant portion of the fund may be utilized to provide relocation assistance to households which are displaced as a result of the construction of the SR67 interchange at Hartley Road on the eastern end of the City. Other proposals include land write downs for senior/affordable rental projects, augmenting funding to existing rental assistance and housing rehabilitation programs, development fee reductions, conservation of existing subsidized housing, and shared equity arrangements. Based on the City's preliminary strategy for expenditure of its set-aside fund, several of the Housing Element's programs have identified the redevelopment set-aside fund as a potential source of program funding, as outlined in Table 10 of this Housing Element.

(a) Excess surplus is defined as any unexpended and unencumbered balance in an agency's Low and Moderate Income Housing Fund that exceeds the greater of five hundred thousand dollars or the aggregate amount deposited into the Fund pursuant to Community Redevelopment Law (Health and Safety Code Sections 33334.2 and 33334.6) during the agency's preceding five fiscal years.

4.4 Housing Programs

Santee's overall housing program strategy for addressing its unmet housing needs has been defined according to the following issue areas:

- . Conserving and improving the condition of the existing stock of affordable housing.
- . Providing adequate sites to achieve a variety and diversity of housing.
- . Assisting in the development of affordable housing.
- . Removing governmental constraints if necessary.
- . Promoting equal housing opportunity.

Housing programs include: programs which were set forth in the previous 1984 Housing Element; programs which the City has undertaken since adoption of the prior Housing Element; and new programs which have been added to address an unmet housing need. This section provides a description of each housing program, any previous program accomplishments, and future program goals. The Housing Program Summary at the end of this section (Table 10) summarizes the future 5-year goals of each program, along with identifying the program funding source, responsible agency, and time frame for implementation. Program goals have been developed consistent with the City's Housing Assistance Plan.

4.4.1 Conserving and Improving Existing Affordable Housing

The State of California has made housing preservation and conservation a high statewide priority. While most of Santee's housing stock is in good condition, a large proportion of the City's housing is nearing 30 years of age, indicating the need for continued maintenance to prevent widespread housing deterioration. A windshield survey of housing conditions in the City conducted in December 1988 identified some concentrated areas of housing deterioration primarily in the southern portion of the City along Prospect Avenue and its side streets; this area is encompassed within the City's Neighborhood Revitalization Areas (refer to Figure 8) which have been targeted for rehabilitation funds.

Title 25 of the California Administrative Code

Chapter 2 of Title 25 is the Mobilehome Parks Act. Article 10 deals with the maintenance, use and occupancy requirements of mobilehome parks. The purpose of this article is to implement, interpret and make specific the requirements of the Health and Safety Code as it pertains to mobilehome parks. The quality of mobile homes in Santee as well as the abatement of substandard conditions are regulated by Chapter 2 of Title 25.

Among the conditions regulated by Chapter 2 are the following:

- . Electrical, gas and plumbing equipment.
- . Accumulation of refuse, garbage, rubbish or debris.
- . Building and park lighting.
- . Driveways and access to driveways.
- . Substandard building (defined in Section 1640 of Article 10 as having inadequate sanitation; structural hazards; nuisances; inadequate wiring, plumbing and mechanical equipment; faulty weather protection, etc.)

The provisions of Article 10 are implemented on an ongoing basis in Santee. The enforcement agency is the State Department of Housing and Community Development. The City also contracts with the San Diego County Health Department to enforce State Housing Law pertaining to sanitation, ventilation, use of occupancy of apartments and hotels. The Health Department also issues occupancy permits for apartments and hotels and makes periodic inspections.

Uniform Administrative Code

Substandard housing conditions in the City are abated primarily by enforcement of the Zoning Ordinance and Uniform Administrative Code. The Uniform Administrative Code requirements relate principally to substandard structural conditions. These conditions are described in the "unsafe buildings" section of the Code. Implementation of these provisions of the Code for purposes of assuring housing quality are accomplished on an ongoing basis.

Condominium Conversion Regulations

The City's existing multi-family rental housing stock represents a source of affordable housing to many community residents. The conversion of these rental units into condominium ownership would result in the displacement of existing tenants. In order to minimize condominium conversion activity, the City's Subdivision Ordinance (Section 16.20.020) sets forth strict development and use standards for the conversion of apartments to condominiums.

Among the standards for conversion are the following:

- . Bring the development into conformance with current Zoning Ordinance requirements for new development, and with all current State and County laws and regulations for new building construction.
- . Provide an individual gas and/or electric metering system for each living unit.

- . Provide trash enclosures to screen trash storage areas. These areas shall be enclosed with a solid masonry wall or solid wooden fences. This wall or fence shall be a minimum of six feet high.

Tentative maps for an apartment-to-condominium conversion also must be accompanied by an application for a Conditional Use Permit and meet all the applicable processing requirements and findings as set forth for a conditional use permit in the City's Zoning Ordinance. Implementation of these regulations occurs on a case-by-case basis. In addition, the right of first purchase is offered to existing tenants in all condominium conversions, pursuant to State Law.

Mobile Home Conversion Regulations

Conversion regulations for mobile homes are contained in both Section 16.20.020 of the City Subdivision Ordinance and Section 17.22.030D of the Zoning Ordinance. The City Zoning Ordinance, through the Mobile Home Park Overlay District, regulates the rezoning of existing mobile home parks. Rezoning applications for property containing an existing mobile home park and zoned for such use must satisfy several requirements and standards. No application for a change of use of a mobile home park shall be approved unless the City Council can make the following findings.

- . At the time the change of use is to be carried out, there will exist sufficient comparable mobilehome space vacancies within the City of Santee or other reasonable comparable locations to accommodate mobilehomes displaced by the change of use.
- . That the age, type, size and style of mobilehomes to be displaced as a result of the change of use will be able to be relocated into other mobilehome parks within the City of Santee or other reasonable comparable locations.
- . If the mobilehome park is to be changed to another residential use, the mobilehome owners to be displaced shall be provided the right of first refusal to purchase, lease, rent or otherwise obtain residency in the replacement units. Relocation in replacement dwelling units shall not result in a displacement of unreasonable length for those mobilehome owners electing to relocate in these replacement units.
- . The proposed change of use shall be consistent with the General Plan of the City of Santee and/or any valid specific plan for the mobilehome park site.
- . Any mobilehome owners displaced as a result of the change of use shall be compensated by the applicant for all relocation costs as specified in Section 17.22.030.D.2.m of the Santee Zoning Ordinance.

These provisions assure that mobilehome park occupants are afforded some protection if an existing facility is to be rezoned for another use. In this way, a segment of Santee's existing affordable housing stock is protected.

Conservation of Existing Subsidized Housing (Amended by Resolution No. 193-91, adopted December 11, 1991)

The purpose of this section is to analyze and provide programs for preserving assisted housing in the City of Santee. The report is intended to comply with California Government Code Section 65583, which requires jurisdictions to evaluate the potential for low-income housing projects to convert to non-low income housing and to propose programs to preserve or replace those units.

HCD Requirements

Consistent with State requirements, this section includes the following parts:

1. An inventory of restricted low income housing projects in the City and their potential for conversion;
2. An analysis of the costs of preserving and/or replacing the units at risk;
3. An analysis of the organizational and financial resources available for preserving and/or replacing the units at risk;
4. Quantified objectives for the number of at-risk units to be preserved;
5. Programs for preserving the at-risk units.

The State requires that the analysis include projects that are at risk of converting during the next two 5-year Housing Element update periods. For Santee, this period extends from July 1, 1991 to July 1, 2001.

Inventory of Units at Risk

This section identifies the low income units at risk of converting to non-low income units during the next ten years and evaluates the likelihood of conversion.

By law, this inventory must include all multi-family units which are assisted under a variety of federal, state, and/or local programs, including HUD programs, State and local bond programs, redevelopment programs, and local in-lieu fee, inclusionary, density bonus, or direct assistance programs. The inventoried units are those eligible to change to non-low income housing uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions. The inventory was compiled through interviews with City staff, the County Housing Authority, and review of "Inventory of Federally Subsidized Low-Income Rental Units at Risk of Conversion" (California Housing Partnership Corporation), and "The Use of Housing Revenue Bonds Proceeds - 1990", (California Debt Advisory Commission).

Description of Units at Risk

Within the City of Santee there are three government-assisted low income housing projects. Table 7 shows the name, location, type of government assistance, type of affordability controls, and other pertinent information about these projects. Two of the projects, Rampton Arms and Carlton Country Club Villas, are eligible to convert to non-low income housing during the next ten years. These projects consist of a total of 284 units, ranging in size from one to three bedrooms. The remaining project, Woodglen Vista, is not eligible to convert until the year 2018 and therefore is not subject to this analysis.

Rampton Arms contains 30 elderly units and 124 family units. It was funded by a federal Section 236 low interest loan in December 1971. The Section 236 loan provided a 40 year mortgage with a 20 year prepayment option. Under the prepayment option, the owner is eligible to prepay the loan in December, 1991, which would effectively remove the rent subsidy for the low income tenants.

In addition to the Section 236 loan, Rampton Arms has contracts for 36 Section 8 certificates. These certificates provide additional rent subsidies to elderly tenants. The Section 8 contracts are due to expire in May, 1993 and may be renewed for an additional five years after that time.

Carlton Country Club Villas consists of 21 elderly and 119 family units. It also received a Section 236 low interest mortgage loan with a 20 year prepayment option. The project becomes eligible for loan prepayment in July, 1993. The project also carries 21 Section 8 certificates which are due to expire in June, 1993 and which may be renewed for five more years after that date.

Conversion Potential

The Low-Income Housing Preservation and Resident Homeownership Act of 1990 (LIHPRA) establishes provisions that allow owners of federally subsidized projects that are eligible for prepayment a fair rate of return on the equity in their projects in exchange for continued affordability. If the owner of such a project wishes to prepay the loan, he/she may file a Notice of Intent to prepay up to two years in advance of the prepayment date. The filing of the Notice of Intent begins a series of steps designed to maximize the likelihood that the units will be maintained as affordable. First, the fair market value of the project must be determined and HUD must calculate whether it can provide the owner an 8 percent annual return on their recalculated equity without exceeding the federal rental cost limits. If a fair rate of return is not possible, HUD will provide additional incentives for the owner to retain the building as low income housing. If the owner still chooses to prepay, then before prepaying the owner must make the project available for sale for a specified period to "priority purchasers", such as resident councils, community based non-profits, government entities, or other non-profits. If no bona fide offer is made on the project within the specified time frame, then the owner may prepay.

**TABLE 7
CITY OF SANTEE
ASSISTED HOUSING INVENTORY-SANTEE**

Project Name, Address (incl. zip)	Owner: Name, Address, Tel. #	Type(s) of Gov't Assistance	# of Section 8 Contracts (if applic.)	Type/Length of Affordability Controls (including Sec. 8)	Earliest Potential Conver- sion Date(s)	# of Units	Tenant Type (i.e., Elderly, Family)	Bedroom Mix	Date Built (if known)	Condition (if known)
Rammton Arms 10233 Mission Gorge Road Santee, CA 92071	Rammton Arms Apts. Ltd. Frank Whittington 374 "H" Street Chula Vista, CA 92010 (619) 422-0101	HUD Section 236 (J)(1) Section 8	 36 existing (42 applied for)	40 yr. mortgage w/20 yr. prepayment option	12/22/91 5-31-93 (+5)	154 (30)	30 elderly 124 family	30-1 bdrm. 104-2 bdrm. 20-3 bdrm.	1970	Very good
Carlton Country Club Villas 9345 Carlton Oak Drive Santee, CA 92071	Carlton Country Club Village P.O.Box 13128 San Diego, CA 92113 (619) 449-7343	HUD Section 236 (J)(1) Section 8	 21	40 yr. mortgage w/20 yr. prepayment option	7/26/93 6/9/93 (+5)	130 (21)	21 elderly 119 family	24- 1 bdrm. 68- 2 bdrm. 38- 3 bdrm.	1973	Good
Woodglen Vista Apts. 10450 Magnolia Avenue Santee, CA 92071	Woodglen Vista Joint Venture c/o Monfrie, Inc. P.O. Box 81901 San Diego, CA 92138 John Grady (619) 276-6271	HUD Section 221 (d)(4) Section 8	 	40 yr. mortgage	2018	188 188	42 elderly 146 family	42-1 bdrm. 96-2 bdrm. 50-3 bdrm.	1978	Very good

The owner of the Rampton Arms project filed a Notice of Intent to prepay on December 28, 1990. He has also filed a Plan of Action and is negotiating with the City and HUD to extend affordability restrictions on the building in exchange for additional incentives. It is therefore considered unlikely that Rampton Arms will convert from non-low income use during the next ten year period.

No Notice of Intent has been filed on the Carlton Country Club Villas project. The owner has been contacted and has indicated that he is interested in taking advantage of the HUD incentives to continue providing the units as low-income rentals. All preliminary indications are that this will be feasible. Thus, at this point it does not appear likely that this project will convert to non-low income housing.

Cost Analysis

The following discussion examines both the cost of preserving the units at risk and the cost of producing new rental housing comparable in size and rent levels to replace the units which could convert. the discussion also includes a comparison of these respective costs.

Preservation Costs

The costs of preserving units include purchase costs, any rehabilitation costs, and the costs of maintenance.

Based upon discussions with local developers and realtors, it is estimated that the per unit market value of Rampton Arms and Carlton Country Club Villas is between \$60,000 and \$70,000. These values take into account the fact that both projects have been well-maintained and are only about 20 years old each. Since Rampton Arms is located in an area of low income census tracts, the lower per unit figure of \$60,000/unit is used for calculating its estimated value. On the other hand, since Carlton Country Club Villas is located in a predominantly moderate income area, the higher per unit value of \$70,000 is used to estimate its value. With 154 units, Rampton Arms has an estimated market value of \$9,240,000. With 130 units, Carlton Villas has an estimated market value of \$9,100,000.

Under LIHPRA, HUD will provide mortgage loan insurance on acquisition loans for up to 95 percent of the equity to priority purchasers. Assuming that each project is able to secure a 95 percent mortgage loan, this would leave 5 percent down payment. For Rampton Arms, the down payment would be about \$462,000; for Carlton Villas, it would be about \$455,000.

The condition, age and maintenance record of housing play a major role in rehabilitation and maintenance costs. Both Rampton Arms and Carlton Country Club Villas are approximately 20 years old and are well-maintained. The accepted standard for major rehabilitation is 30 years or more. Based upon this standard, and based upon the good condition of the projects, it is unlikely that any major rehabilitation would be required in the next five years. Thus, near-term rehab costs for both projects are considered negligible.

Maintenance costs are likely to be low for both projects, given their young age. Therefore, maintenance costs can be covered by building income.

Table 8 summarizes the preservation costs for these two projects.

TABLE 8
UNITS AT RISK PRESERVATION COSTS

Cost Category	Ramton Arms (154 Units)	Carlton Villas (130 Units)	Both Projects (284 Units)
Down payment	\$462,000	\$455,000	\$917,000
Annual Maintenance	0*	0*	0
Mortgage Payments	0*	0*	0

* It is assumed that the HUD Section 8 subsidies combined with rental income will defray the monthly payments and maintenance costs.

Replacement Costs

In order to estimate the cost of replacing the units at risk, various public, non-profit, and private developers were contacted regarding the cost of developing new units in and around the City of Santee. These included developments by the North County Housing Foundation; the San Diego County Department of Housing and Community Development; the MAAC Project; San Diego Interfaith Housing; and, Civic Center Barrio Housing Corporation.

The cost of developing new housing depends upon a variety of factors such as density, size of the units (i.e. number of bedrooms), location and related land costs, and type of construction. In general, land costs in Southern California are quite high. The costs provided in Table 9 reflect a variety of projects, ranging in size from two to five bedrooms and in density from 12 to 25 dwelling units per acre. While the estimates are not specifically tailored to the cost of replacing the units at risk in Santee, they provide an "order of magnitude" reference for estimating these costs.

TABLE 9
UNITS AT RISK REPLACEMENT COSTS

Cost Category	Per Unit Cost Range	Average
Land Costs	\$20 - 30,000/du	\$25,000
Construction Costs	\$50 - 70,000/du	\$60,000
Other (Financing, Architectural, etc.)	\$7,000 - \$10,000	\$8,500
	-----	-----
TOTAL	\$77,000 - \$110,000	\$93,500

As shown in Table 7, Rampton Arms consists of 154 units (30-1 bedroom, 104-2 bedroom, and 20-3 bedroom) and Carlton Country Club Villas consists of 130 units (24-1 bedroom, 68-2 bedroom, and 38-3 bedroom). Using the average cost estimates provided above, it would cost \$14,399,000 to replace the units at Rampton Arms and \$12,155,000 to replace the units at Carlton Villas. Ten percent down payments on these amounts would be \$1,439,900 for Rampton Arms and \$1,215,500 for Carlton Villas. The total replacement costs for units at risk during the first five year period is thus \$26,554,000. Total down payments on the two projects could be around \$2,655,000. Because there are no units at risk during the following five year period, there are no associated replacement costs for this period.

Preservation vs. Replacement Costs

It is important to note that the preceding analyses assume that HUD Section 8 funds will be made available to provide rental subsidies to the priority purchasers of these at risk projects. If these funds are not appropriated, the estimated preservation costs would increase substantially.

Comparing preservation with replacement costs, it is clear that preservation costs would be far lower than replacement costs. In the near term, preservation costs in both Rampton Arms and Carlton Villas would include about \$917,000 for down payments and \$852,000 annually for maintenance. By contrast, down payments to construct new housing to replace the existing 284 units could cost an estimated \$2,655,000.

Resources for Preservation

The types of resources available for preserving units at risk fall into two categories: a) entities with the interest and ability to purchase and/or manage units at risk, and b) financial resources available to purchase existing units or develop replacement units. This section examines these two types of resources in the City of Santee.

Public Agencies and Non-profit Corporations

Several public and non-profit agencies in San Diego County have expressed an interest in purchasing and/or managing at-risk, low income housing projects in Santee. Among these are the Civic Center Barrio Housing Corporation in Santa Ana; the MAAC project in National City; San Diego Interfaith Housing; and the San Diego County Department of Housing and Community Development. Information about the nature of these organizations is provided below.

Civic Center Barrio Housing Corporation: This non-profit housing corporation has been operating in the Orange County for 16 years and has recently been expanding its work into San Diego County. Barrio Corporation owns and operates just under 100 housing units in the County of Orange and is in the process of developing a 28-unit project in San Diego County (Chula Vista). Barrio Corporation has expressed a strong interest in purchasing and managing units at risk in Santee.

MAAC Project: The MAAC Project is a multi-purpose social services agency with an annual budget of \$5 million. During the last seven years, the agency has become involved in minor residential rehabilitation projects and is currently developing a 150-unit low-income project in the City of San Diego. MAAC Project staff have been contacted and have expressed interest in becoming involved in purchasing and/or managing units at risk in Santee.

San Diego Interfaith Housing: Founded in 1968, San Diego Interfaith Housing Foundation is a tax-exempt, charitable foundation organized by churches interested in addressing the housing needs of low and moderate income families, the elderly, and handicapped persons. Interfaith Housing owns and manages three Section 8 projects totaling 232 units as well as a 90-unit project funded through the State Rental Housing Construction Program and tax credits. Approximately 85 percent of the tenants of these projects are low-income.

San Diego Interfaith has an annual operating budget of approximately \$150,000 and has nearly \$10 million in real property assets. The organization is eager to participate in joint partnerships with local jurisdictions to purchase and manage units at risk.

San Diego County Department of Housing and Community Development: The San Diego Department of Housing and Community Development serves as the local Housing Authority and currently operates over 2,000 Section 8 housing units and has developed, or is in the process of developing, housing projects totaling approximately 200 units; the department currently owns 83 housing units. The Department has expressed an interest in purchasing and managing units which would otherwise lose their subsidized status. However, the Housing Authority does not currently have any funds reserved for this purpose, and is reliant on funding from HUD and local matching assistance.

Public Financing/Subsidies

Due both to the high cost of purchasing and developing housing and the limitations on use of funds, financing for preserving, replacing, and/or maintaining units at risk will likely have to include multiple sources. The following funding sources have been identified for use in purchasing the units at risk in Santee. It should be noted that new funding sources will become available over time and that the following discussion does not represent an exhaustive inventory of funding sources.

HUD Funds: Subject to appropriations, HUD will provide most, and in some cases all, of the financial incentives necessary for acquisition of federally subsidized, at risk projects by non-profit organizations, tenants, and local governments. These incentives include the following:

- . Project-based Section 8 contracts, with HUD-subsidized rents set at levels high enough to provide an 8 percent return to owners who retain the project or to cover debt service on an acquisition loan for new purchasers;
- . Grants to non-profit buyers that would fill any gap between fair market rent or local market rent (whichever is higher) and allowable rents; and,
- . Mortgage insurance both for equity take-out loan and acquisition loans. Insured equity take-out loans are limited to 70 percent of equity, while acquisition loans are available at 95 percent of equity.

Redevelopment Set-Aside: State law requires Redevelopment Agencies to set aside at least 20 percent of tax increment revenues for increasing and improving the community's supply of low and moderate income housing, unless certain findings are made to exempt a project from the requirement. As of the end the 1990-91 Fiscal Year, the City of Santee Redevelopment Agency had accumulated a set-aside balance totaling \$3,066,996. The anticipated tax increment for the upcoming fiscal year is \$357,730, with an additional \$180,000 in interest income expected during this period, for a total of \$5,37,730 in set-aside revenues for the next fiscal year. Of these revenues, \$492,000 are already committed, leaving an amount of \$45,730 in uncommitted funds. Both the set-aside savings and uncommitted annual revenues may be used to purchase, maintain, and/or develop new units to replace the units at risk in the City. If set-aside amounts remain constant over the next five years and are added to the existing set-aside fund, the amount in that fund will exceed \$5.2 million.

CDBG: Through the Community Development Block Grant (CDBG) program, HUD provides grants and loans to local governments for funding a wide range of community development activities. Because of the availability of set-aside funds for affordable housing, Santee does not currently use any of its \$365,000 per year CDBG allotment on housing except for money spent on homeless services. However, should the need arise to use these funds for affordable housing preservation in the future, a portion of the City's annual CDBG allotment could be redirected.

Quantified Objectives

There are a total of 284 units in the City of Santee that will be eligible for prepayment during the 1991-2001 period. At this point, it appears that the resources necessary to preserve these units will be available.

Accordingly, it is the objective of the City that all 284 federally-assisted housing units that are eligible for conversion to non-low-income housing should be preserved during the next five year Housing Element update period.

Programs for Preservation

All of the units at risk in the City of Santee during the next five years are subject to LIHPHA. The following policy and programs have been formulated with this in mind.

Policies

Policy 1: Attempt to preserve restricted low income housing in the City that is at risk of converting to non-low-income housing by:

- a. identifying financial and organizational resources available to preserve these units; and,
- b. assisting interested agencies and/or tenants groups in forming partnerships and gaining access to financial and technical assistance resources.

Programs

1. Monitor Units at Risk: Keep in regular contact with the owners of Rampton Arms and Carlton Country Club Villas to determine status of projects with respect to prepayment options. Indicate to the owners the City's continued interest in working with owners and non-profit organizations to preserve at risk units as affordable to low-income households.

Timeframe: Ongoing.

Responsible Department: City Housing Program Coordinator.

Funding Source: CDBG and Redevelopment Set-Aside, as available.

2. Tenant Education: Work with tenants of the at risk projects to inform them of their rights and ownership possibilities under LIHPHA. This should include informational meetings and written information. The City's Housing Program Coordinator and support staff could staff this program.

Timeframe: Immediately with tenants of Rampton Arms; by July 1992 for tenants of Carlton Country Club Villas unless it becomes apparent that the buildings will not convert.

Responsible Department: City Housing Program Coordinator.

Funding Source: CDBG and Redevelopment Set-Aside, as available.

3. Reserve Fund: Establish a reserve fund to assist priority purchasers with the down payment cost of purchasing projects at risk. This fund should not exceed 5 percent of the estimated

market value of the units at risk. Utilize redevelopment set-aside funds for this purpose. In addition, continue to monitor other potential funding sources, such as State grants and HUD LIHPRHA funds. If it is found that the units at risk are no longer in danger of converting, then proceeds from this fund can be used for other housing programs.

Timeframe: Begin reserve fund immediately.

Responsible Department: City Housing Program Coordinator;
Department of Planning and Community Development.

Funding Source: Redevelopment Set-Aside, and State and Federal funds, as available.

4. Work with Potential Priority Purchasers: Maintain regular contact with public and non-profit agencies interested in purchasing and/or managing units at risk to inform them status of at risk projects. Where feasible, provide technical assistance to these organizations with respect to financing.

Timeframe: Ongoing.

Responsible Department: City Housing Program Coordinator.

Funding Source: CDBG and Redevelopment Set-Aside, as available.

Residential Rehabilitation

Through the Community Development Block Grant (CDBG) program, HUD provides grants and loans to local governments for funding a wide range of community development activities. The City of Santee became an entitlement City in 1988 which allows the City to administer its own programs using CDBG funding. The City is in the initial stages of running its own CDBG programs and is currently using a portion of its CDBG monies to fund the following single-family rehabilitation loan programs:

Deferred Loan: This loan program offers zero interest rate loans to lower income homeowners for needed rehabilitation improvements. The total loan amount must be repaid when the property changes hands. Single-family homeowners may borrow up to \$18,000, and mobilehome owners may borrow up to \$4,000.

Interest Subsidy Loan: This loan program offers 5 percent interest rate loans for single-family home rehabilitation with repayment arranged by the financial institution involved. Loans are made for 100 percent of the total cost of home improvements up to a maximum of \$18,000, with the owner maintaining a minimum of 20 percent equity in the property. Mobilehome units do not qualify for loans under this program.

The deferred loan and interest subsidy programs have been successful under the auspices of the County, with 107 mobilehome and eight single-family units rehabilitated in Santee during the five year period of the Housing Element (July 1984 to July 1989). Their success can be expected to continue under the City's operation. A future assistance goal of 200 units for the 1989-1994 period has been established.

In addition to these single-family rehabilitation programs, the City should in the future consider a program for multi-family rehabilitation. While the City's multi-family housing is primarily new construction and in excellent condition, there are a few older apartment complexes in Santee in apparent need of rehabilitation. In addition, as the multi-family housing stock begins to age, the City will need to offer some form of multi-family rehabilitation assistance to prevent the deterioration of this housing stock. Santee could apply for Federal Rental Rehabilitation funds to be used for the rehabilitation of apartment buildings occupied by lower income tenants. The City could utilize these funds for multi-family housing rehabilitation as warranted in the future. A future five-year assistance goal of 100 units has been established.

Uniform Housing Code

As discussed under the Housing Element program Title 25 of the Administrative Code, the City currently contracts with the County Health Department to enforce State Housing Law pertaining to sanitation, ventilation, use or occupancy of apartment complexes, and hotels. The Uniform Housing Code, if adopted, would expand the scope of substandard conditions which could be regulated by the City through the County Health Department. Chapter 10 of this Code defines the conditions constituting substandard buildings. These include the following:

- . Inadequate sanitation
- . Structural hazards
- . Nuisances
- . Hazardous wiring
- . Hazardous plumbing
- . Hazardous mechanical equipment
- . Faulty weather protection
- . Fire hazards
- . Faulty materials of construction
- . Hazardous or unsanitary premises
- . Inadequate maintenance
- . Inadequate exits
- . Inadequate fire protection
- . Improper occupancy

The provisions of the Uniform Housing Code relate only to existing dwellings and do not affect new construction. Adoption of the Code by Santee would enable the City to cause the correction of a larger range of substandard housing conditions, and to achieve abatement through established procedures.

4.4.2 Provision of Adequate Housing Sites

A key element in satisfying the housing needs of all segments of the community is the provision of adequate sites for housing of all types, sizes and prices. This is an important function in both zoning and General Plan land use designations. As a City with substantial vacant acreage available for future residential development ranging from very low to medium-high densities, Santee offers the potential for a variety of housing types.

Land Use Element/Zoning Ordinance

Planning and regulatory actions to achieve adequate housing sites offering a range of housing types and styles include the Land Use Element of the General Plan and the Zoning Ordinance. The City's permitted density ranges are computed on basis of gross rather than net acreage, thus creating a higher yield of housing per net acre. The Zoning Ordinance contains density bonus as incentive for low/moderate income housing and senior housing, and is discussed in detail in Section 4.4.3.

Site Suitability Criteria

Low and moderate income housing development should be located on sites which are not only physically adequate but also suitable for such development. These aims can be facilitated by having a set of "site suitability criteria" by which to judge the merits of potential project sites. These criteria will provide a yardstick for the City of identify and evaluate potential sites for low and moderate cost housing. The City has established siting criteria for senior housing proposals requesting a density bonus. Criteria for affordable housing could be similarly implemented through the City's Zoning Ordinance.

In establishing its own criteria, the City should consider those already set forth by other jurisdictions, including the State and Federal governments. One example of such criteria is the "Site Ranking and Environmental Evaluation" checklist of the California Housing Finance Agency (CHFA). That checklist provides a system for grading the suitability of sites with regard to the following:

- . Services available to the site (e.g., public transportation, essential shopping facilities, educational facilities, etc.).
- . Neighborhood characteristics (e.g., adjacent land uses, environmental considerations, noise levels, etc.).
- . Physical aspects of the site (e.g., topography, off-site improvements, etc.).

The individual grades are combined into a composite "score" which enables identifying the best site for the proposed publicly assisted housing. These detailed CHFA criteria, along with others which are generally employed will be considered by the City for incorporation

into the Zoning Ordinance. The City's intent in adopting and implementing the criteria is not to be more restrictive than other levels of government.

4.4.3 Assist in the Development of Affordable Housing

New construction is a major source of housing for prospective homeowners and renters but generally requires public sector support for the creation of units affordable to lower income households. While for-sale housing costs are somewhat lower in Santee than in the surrounding region, thereby extending homeownership opportunities to many moderate income households, the City's rental costs are higher than the surrounding region. Compounding the need for affordable rental housing in the City is the displacement of lower income tenants from multi-family housing to be displaced to accommodate the SR-67 interchange. Additional displacement will result from construction of SR-52 and SR-125 through Santee, although CalTrans maintains responsibility for mitigation. The following programs attempt to address the overall need for affordable housing in Santee.

Section 8 Rental Assistance Payments/Housing Vouchers

The Section 8 rental assistance program extends rental subsidies to low income families and elderly which spend more than 30 percent of their income on rent. The subsidy represents the difference between the excess of 30 percent of the monthly income and the actual rent. The voucher program is similar to the Section 8 Program, although participants receive housing "vouchers" rather than certificates. Vouchers permit tenants to locate their own housing. Unlike the certificate program, participants are permitted to rent units beyond the federally determined fair market rent in an area, provided the tenant pays the extra rent increment. The Reagan administration had proposed converting the Section 8 certificate program to a voucher system, which is expected to be implemented under the current Bush administration HUD secretary.

The City of Santee contracts with the San Diego County Department of Housing and Community Development, which acts as the Public Housing Authority for the City, to administer the Section 8 Certificate/Voucher Program. As of May 15, 1989, Santee had secured a total allocation of 112 vouchers and certificates. Based on a goal of meeting 10 percent of Santee's rental subsidy needs, the City's Housing Assistance Plan identifies a rental assistance goal of an additional 200 units annually.

The 1989 Santee Mobile Home Survey identifies the rental assistance needs of the City's mobile home residents. Very low and low income mobile home residents were identified as potentially in need of housing assistance if they paid greater than 30 percent of their income on rent, the Federal standard for housing overpayment. The results of the survey indicate that 23.5 percent of all respondent households could qualify for rental assistance. Applying this proportion to the City's total 2,210 mobile home stock could indicate a potential rental assistance need for 520 mobile home households.

It is impossible to know how many additional housing vouchers the City will actually receive from HUD. A portion of the City's redevelopment set-aside fund could be used to augment the number of rental subsidies available. As Federal housing rent vouchers are not permitted to be used with mobile homes, and rental rates charged at mobile home parks usually exceed the fair market limit for Section 8 Rent Certificates, the City's lower income mobile home park residents could particularly benefit from a City-financed rental assistance program. The City's redevelopment set-aside fund could be utilized to augment the number of rental assistance vouchers offered to Santee's lower income households.

Density Bonus Program

The City of Santee has adopted a density bonus program as an incentive to developers to provide low income housing, senior citizen housing, or both in order to provide a balance of housing opportunities in the City. Chapter 17.26 of the City's Zoning Ordinance sets forth the specific provisions of Santee's density bonus program, which can be summarized as follows:

Low Income Housing: Pursuant to State law, if a developer allocates at least 25 percent of the units in a housing project to low or moderate income households, the City will consider granting a density bonus of 25 percent to the project site's existing maximum allowable density or in lieu of granting a density bonus, the City may grant an incentive of equivalent financial value which may include, but not be limited to, direct financial assistance to the developer, such as land write-downs, on-and off-site public improvements, fee waivers, or relaxation of development standards. The City may also provide incentives in the form of financial incentives to the resident, such as through rental and mortgage assistance payments. In order to ensure the long term affordability of these units to low and moderate income households, the developer may be required to enter into a Development Agreement with the City.

State Assembly Bill 1863, 1989 Statutes, amends Government Code Sections 65913.4 65915, and 65917 pertaining to density bonus incentives. Pursuant to these changes in State density bonus law, if a developer allocates at least 20 percent of the units in a housing project to lower income households, 10 percent for very low income households, or at least 50 percent for "qualifying residents" (e.g. senior citizens), the City must either, (a) grant a density bonus of 25 percent, along with one additional regulatory concession to ensure that the housing development will be produced at a reduced cost, or (b) provide other incentives of equivalent financial value based upon the land cost per dwelling unit. The developer shall agree to and the City shall ensure continued affordability of all lower income density bonus units for a minimum 30 year period. The City will need to reflect these revised State requirements in its Zoning Code as part of its evaluation of existing density bonus incentives (Policy 1.6).

To serve as an additional incentive for affordable housing development, rental assistance vouchers could be offered in concert with density bonus incentives for some or all of the affordable units. Such "project-based" rental housing assistance could be financed with the City's redevelopment set-aside monies. Other potential redevelopment-financed incentives the City could utilize to encourage use of the density bonus program include the provision of infrastructure, land or interest rate write-downs and the reduction of fees and/or standards. In order to ensure the quality of lower income units provided, redevelopment set-aside funds could also be used to finance added project amenities, such as additional landscaping and architectural treatment.

Senior Citizen Housing: Pursuant to State law, if a developer allocates at least 50 percent of the units in a housing project to the elderly, the City will consider granting a density bonus of 25 percent to the project site's existing maximum allowable density. Or, in lieu of granting a density bonus, the City may grant an incentive of equivalent financial value, such as those identified in the prior section on low/moderate income housing.

The City currently offers a reduction in on-site parking (0.7 spaces per unit, including guest parking) for senior housing developments pursuant to certain conditions. In terms of housing which is affordable to low and moderate income seniors, the City of Santee offers the following additional density bonus incentives:

<u>% of Affordable Units in Senior Housing Project</u>	<u>Maximum Density Bonus</u>
0	25%
10	40%
15	50%
20	60%
25	70%

In the process of trying to implement these density incentives for affordable senior units, the City has recognized the need to evaluate various site-specific factors to determine an appropriate density increase. Factors considered by the City include land uses surrounding the proposed project site, the availability of infrastructure, site topography, and the site's proximity to commercial services. This Housing Element has established a policy which calls for re-evaluation of the City's current density incentives for low/moderate senior housing to more closely reflect actual density increases to be granted a developer. At this writing, a senior project is proposed under the density bonus provision.

The need for senior housing can be expected to increase in Santee based on the loss of several mobile home parks in the City resulting from future freeway corridors which will traverse the City. It will therefore be particularly important for the City to encourage and facilitate the development of housing which is affordable to senior citizens. CalTrans will be responsible for providing relocation

assistance for displaced residents from the construction of SR 52 and SR 125. The City-sponsored incentives discussed under Low/Moderate Income Housing - project-based rental assistance, provision of infrastructure, land or interest rate write-downs, and reduction of fees and/or standards - could also be utilized to encourage the construction of senior housing affordable to low and moderate income households. In addition, the City may also wish to consider coordinating with a non-profit group to sponsor a senior housing project.

Mobile Home Subdivisions: In order to offer incentives for the development of new mobile home park subdivisions, the City will consider increasing the project density by either granting up to a 25 percent density bonus to the project site's existing density category in the HL, R-1, R7 and R14 zones and up to a 60 percent bonus in the R-2 zone, or granting a request for a change in density range (per the City's General Plan), or both depending upon the quality, size, nature and scope of the project. As further incentive for the development of new mobile home parks, fee reductions are also offered.

Non-Profit Construction

A non-profit housing corporation works to develop, conserve and promote affordable housing, either owner or renter-occupied. Particularly in relation to senior citizen housing (such as HUD Section 202 projects), the non-profit is often a local religious organization interested in developing affordable housing. The non-profit is often involved with what is called "assisted housing", where some type of government assistance (such as Section 8) is provided to the individual household to keep rents affordable. Housing corporations can work with assisted housing in several ways.

1. The non-profit may assemble a development package and sell it to a profit-motivated developer. The package usually consists of a site, project design, the necessary permits, and, in some cases, preliminary financing commitments. The advantage of this method is that the non-profit can get low- and moderate-income housing built while ending its involvement early in the process and going on to other projects. The disadvantage is that the non-profit may lose control over the development at the time of sale. However, the non-profit could negotiate to retain some control over the project in the contractual agreement between it and the developer.
2. The non-profit may participate in a joint venture with a profit-motivated developer. Though it usually performs the same functions as in the first method, the non-profit can retain more control over the development and gain hands-on development experience while benefiting from the financial resources of the for-profit developer. In this option, however, the non-profit has a longer involvement and will have to negotiate the rights and responsibilities of the two partners.

3. In the third approach, the non-profit is the developer. In this case, the group must employ staff with necessary expertise or rely heavily on consultants. In return, the group has total control over the development. This option requires more risk, money, time, effort, and capability on the part of the non-profit.

A non-profit corporation can help meet the goals for additional housing by implementing or assisting with the implementation of programs described in this Element. Of particular applicability in Santee is the need for a non-profit group to sponsor a senior housing project in the City. The City should coordinate with local non-profit groups, such as Interfaith Housing and Volunteers of America, to facilitate the development and improvement of both senior citizen and low cost housing in Santee.

Land Assemblage and Write-Down

The City can utilize both CDBG and redevelopment set-aside monies to write down the cost of land for the development of senior citizen and/or affordable housing. The intent of this program is to reduce land cost to the point that it becomes economically feasible for a private (usually not-for-profit) developer to build units which are affordable to low/moderate income families. As part of the land write-down program, the City may also assist in acquiring and assembling property, and in subsidizing on-site and off-site improvement costs.

Home Sharing

Many seniors who would prefer to live independently resort to institutionalized living arrangements because of security problems, loneliness, or an inability to live entirely independently. The City of Santee currently contributes a portion of its CDBG funds towards a shared housing program which assists seniors in locating roommates to share existing housing in the community. The program is administered by the East County Council on Aging from its El Cajon office. Services offered include information and referral, outreach, client counseling, placement and follow-up.

The shared housing program has been successful in providing an alternative option to Santee's elderly residents which allows them to remain in their homes. The program provided 29 female and 9 male roommate matches in Santee in 1988 alone. The majority of these seniors are very low income, with the additional rental income assisting the homeowner in meeting housing expenses, and the relatively low rental cost assisting the roommate by providing a source of affordable housing. The East County Council on Aging requests that rents charged not exceed \$250 per month, and indicates that housing is sometimes provided free of charge in exchange for assistance with housework, etc. In Santee, roommate matches have been made for mobilehomes as well as single-family homes.

The Council indicates that many seniors are interested in finding roommates to share their homes, but there traditionally have been fewer individuals seeking housing in an existing home. The Council on Aging will continue to conduct educational outreach, including public service announcements, distribution of brochures, and public speaking engagements, in attempts to increase the number of seniors they are able to assist through roommate matches. The City of Santee has allocated \$7,700 towards the program for Fiscal Year 1989-1990 and anticipates continued funding of the program in the future.

Reverse Mortgage Program

The most substantial asset of most elderly homeowners is their home, which usually increases significantly in value with inflation. And while owning a home may provide a rich asset base with the onslaught of retirement and a fixed income, many elderly homeowners quickly become income poor. Home maintenance repairs multiply as the home ages, and the rising costs in home utilities, insurance, taxes, and maintenance often get deferred altogether, creating an unsafe and often depressing living environment for the senior.

An alternative option for elderly homeowners is to draw needed income from the accumulated equity in their homes through a reverse mortgage. A reverse mortgage is a deferred payment loan or a series of such loans for which a home is pledged as security. Qualification for the loan is based primarily on property value rather than on income, allowing the elderly homeowner on a fixed income to receive a loan for which he or she would not otherwise qualify. Most reverse mortgage programs permit homeowners to borrow up to 80 percent of the assessed value of their property, receive needed principal of up to 25 percent of the loan, and then receive monthly annuity payments for the life of the loan.

The San Francisco Development Fund offers free training to California communities interested in organizing a reverse mortgage program for seniors. The City could work with an existing social service group such as the East County Council on Aging in establishing a reverse mortgage program for seniors. Rather than making the loans themselves, and City/social service group's role could be to facilitate the initiation of reverse mortgage loans through the following steps. First, the City/social service group would need to provide educational and counseling services to seniors interested in pursuing a reverse mortgage. Second, the City/social service group would need to work with local lending institutions which currently provide these loans to gain a thorough understanding of the application process. The City/social service group could then work with the seniors to complete the loan applications and assist in providing any other necessary information to the bank. Contacts which may be helpful in setting up a reverse mortgage program include the City of Orange, which has been operating its mortgage program for over a year, and Security Pacific National Bank in Downey, which has begun offering reverse mortgage loans.

Mobile Home Park Assistance Program (MPAP)

This program, offered by the State Department of Housing and Community Development, provides financial and technical assistance to mobilehome park residents who wish to purchase their mobilehome parks and convert the parks to resident ownership. Loans are made to low-income mobilehome park residents or to organizations formed by park residents to own and/or operate their mobilehome parks, thereby allowing residents to control their housing costs. Loans are limited to 50 percent of the purchase price plus the conversion costs of the mobilehome park and are awarded by the State on a competitive basis. Applications must be made by mobilehome park residents who must form a resident organization and a local public entity as co-applicants. Santee has already successfully co-sponsored one MPAP application for a local park. The City could further facilitate the use of this program by advertising its availability to mobilehome park residents and by continuing to serve as co-applicant for resident organizations applying to the State for funding. The City's Zoning Ordinance, through the Mobile Home Park Overlay District, currently provides for a 50 percent reduction in project application fees as an incentive for the conversion of existing rental parks to resident-owned parks.

Shared Equity Program

Equity sharing allows lower income households to purchase a home by sharing the costs of home ownership with a sponsor such as a local Housing Authority. The sponsor and the buyer would together provide the down payment and purchase costs to buy a house. When the house is sold, the equity earned through appreciation is split between the occupant and the sponsor according to an agreement made prior to purchase.

The design of a shared equity program depends on the co-investors, the source of funds, and community needs. A program can be as simple as a partnership where the occupant and sponsor purchase the home together and share the proceeds upon sale of the property in the same ratio as purchase costs were shared.

This program serves as a financing tool to provide homeownership opportunities to low and moderate income households. It could be targeted towards low and moderate income homeowners to be displaced as a result of future freeway development in Santee. While shared equity financing does occur in the private market, purchase terms are often not in the best interest of the occupant. It is therefore recommended that the City work with the Housing Authority or a non-profit housing group to offer shared equity as a homeownership option to low and moderate income households.

Limited Equity Cooperatives

Limited equity cooperatives provide a means of homeownership to people who could not otherwise afford to buy housing. A housing cooperative is owned by a corporation made up of the cooperative's residents. Members do not own the individual units in which they live, but rather

they own a share in the corporation and thereby have the exclusive right to occupy a specific unit. In a limited equity cooperative, the amount for which a share may be sold is limited to ensure the long term affordability of the unit. Affordability is protected because the corporate entity holds a blanket mortgage where vacated units are not refinanced and resold, thereby protecting them from price inflation. The City can encourage the formation of limited equity cooperatives by providing technical assistance to groups trying to organize a co-op.

4.4.4 Remove Governmental Constraints

Under present law, the Santee Housing Program must include the following:

Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.

Zoning Ordinance

The City of Santee developed a comprehensive Zoning Ordinance in July 1985 to implement the City's General Plan. The following regulations in the Ordinance have an effect on the conservation and development of affordable housing in Santee:

- . Condominium conversion regulations (Subdivision Ordinance).
- . Conversion regulations for mobile home parks.
- . Land use standards and development standards.
- . Density and other incentives for affordable housing.
- . Provisions for specific plan regulations.
- . Density and fee reduction incentives for mobile home park subdivisions.

While many of these regulations have a positive effect on affordable housing, some regulations do add to the cost of development. However, the City's standards cannot be considered excessive in comparison with many communities and are considered to be the minimum necessary to ensure a certain level of quality development in the City.

Efficient Processing

The Department of Planning and Community Development has a streamlined review process. Residential projects in Santee generally receive concurrent processing, thereby shortening review time and minimizing related holding costs.

Development Fees

Development fees have been set at a level necessary to cover the costs to the City and to make appropriate contributions to the community. However, these fees contribute to the cost of housing, and may constrain the development of low priced units. Certain City fees could be reviewed to determine if waiver or subsidy by the City may be

beneficial for the provision of lower income rental, low/moderate income ownership, and senior citizen housing. The City currently provides for reduced processing fees for mobile home developments. In addition, the City does not charge a development review fee for single-family residential development. A fee reimbursement program for affordable housing could be financed by the City's redevelopment set-aside fund.

4.4.5 Equal Housing Opportunity

In order to make adequate provision for the housing needs of all economic segments of the community, the housing program must include actions that accomplish the following:

Promote housing opportunities for all persons regardless of race, religion, sex, family size, marital status, ancestry, national origin, color, age or physical disability.

More generally, this program component entails ways and means to promote equal housing opportunity.

Equal Housing Opportunity Services

Through Community Development Block Grant funding, the City has been providing tenant/landlord counseling and related housing services to community residents for the past few years. These services are furnished by the Heartland Human Relations Association. This organization provides similar services in Lemon Grove, El Cajon and La Mesa. Among the service components are the following:

- . Affirmative Marketing
- . Fair Housing
- . Tenant-Landlord Counseling
- . Workshops and Public Information

TABLE 10
HOUSING PROGRAM SUMMARY

Housing Program	Program Objective	5-Yr. Goal (# Units to be Assisted)	Funding Source	Responsible Agency	Time Frame
1. <u>Conserving & Improving Existing Affordable Housing</u>					
a. Title 25 of California Admin. Code	Ensure adequate maintenance of of the City's mobilehome parks	Not Applicable	None Necessary	State of California	Ongoing
b. Uniform Admin. Code	Bring substandard units into compliance with code.	Not Applicable	Dept. Budget	Dept. of Planning & Com. Dev., Co. Health Dept.	Ongoing
c. Condominium Conversion Regulations	Minimize the conversion of affordable rental housing into condominium ownership.	Not Applicable	None Necessary	Dept. of Planning & Com. Dev., Public Works Dept.	Ongoing
d. Mobile Home Conversion Regulations	Conserve the City's existing mobile home parks. Provide compensation to displaced residents if parks are converted to other uses.	Not Applicable	None Necessary	Dept. of Planning & Com. Dev., City Manager's Office	Ongoing
e. Conservation of Existing Subsidized Housing	Provide for the continued affordability of the City's low & moderate income housing stock.	Unknown, dependent on status of mortgage prepayment	Redevelopment Set-Aside as Necessary	City Manager's Office	As Requested

TABLE 10

**HOUSING PROGRAM SUMMARY
(Continued)**

Housing Program	Program Objective	5-Yr. Goal (# Units to be Assisted)	Funding Source	Responsible Agency	Time Frame
f. Residential Rehabilitation	Maintain quality of housing in established neighborhoods, particularly for very low and low income households.	Assistance 200 owner units, 100 renter units.	CDBG, Redevelopment Set-Aside	City Manager's Office	Ongoing
g. Adopt Uniform Housing Code	Expand the scope of sub-standard housing conditions regulated by the City.	Not Applicable	Dept. Budget	Dept. of Planning & Com. Dev.	Two Years

2. Provision of Adequate Housing Sites

a. Land Use Element/ Zoning Ordinance	Provide a range of residential development opportunities through appropriate land use and zoning designations.	Not Applicable	None Necessary	Dept. of Planning & Com. Dev.	Ongoing
b. Site Suitability Criteria	Establish specific criteria to evaluate potential project sites for affordable housing	Not Applicable	Dept. Budget	Dept. of Planning & Com. Dev.	Two Years

3. Assist in Development of Affordable Housing

a. Section 8 Assistance Payments/ Housing Vouchers	Extend rental subsidies to low and moderate income families and elderly.	Continued subsidy to 130 households, with subsidy to an additional 200 units over the 5-year period	HUD-Sect. 8 Cert. and Housing Vouchers; Redevelopment Set-Aside	City Manager's Office	Ongoing
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TABLE 10
HOUSING PROGRAM SUMMARY
(Continued)

Housing Program	Program Objective	5-Yr. Goal (# Units to be Assisted)	Funding Source	Responsible Agency	Time Frame
b. Density Bonus Prog./ Other Equivalent	Encourage development of housing for seniors and low income households through provision of density bonus/ other equivalent incentives. Provide rental assistance vouchers for affordable units	40-60 affordable units	Redevelopment Set-Aside	Dept. of Planning & Com. Dev., City Manager's Office	As requested
c. Land Assemblage and Write-Down	Assemble property and extend write-down grants to non-profit developers to increase supply of affordable housing stock.	75 Units	HUD-CDBG; Redevelopment Set-Aside.	City Manager's Office	Ongoing
d. Home Sharing	Assist seniors in locating roommates to share existing housing	40 Roommate Matches per Year	HUD-CDBG;	City Manager's Office/East County Council on Aging	Ongoing
e. Reverse Mortgage Program	Coordinate with social service groups and lending institutions to establish a reverse mortgage program and provide educational outreach to seniors.	Work Towards establishment of a Reverse Mortgage Program	None Necessary	City Manager's Office/East County Council on Aging	As Requested

TABLE 10

HOUSING PROGRAM SUMMARY
(Continued)

Housing Program	Program Objective	5-Yr. Goal (# Units to be Assisted)	Funding Source	Responsible Agency	Time Frame
f. Mobile Home Park Assistance Program	Provide financial and technical assistance to facilitate the conversion of mobile home parks to resident ownership.	Unknown, dependent on interest	Dept. Budgets	City Manager's Office, Dept. of Planning & Com. Dev.	As Requested
g. Shared Equity Program/Downpayment Assistance	Provide homeownership opportunities to low and moderate income households through creation of equity partnerships.	10 Households	Redevelopment Set-Aside	City Manager's Office	As Requested
h. Limited Equity Cooperatives	Encourage Cooperative homeownership for lower income households by providing technical assistance to groups trying to organize a co-op.	Unknown, dependent on interest	None Necessary	City Manager's Office	As Requested
4. <u>Remove Governmental Constraints</u>					
a. Zoning Ordinance	Ensure City standards are not excessive and do not unnecessarily constrain affordable housing.	Not Applicable	None Necessary	Dept. of Planning & Com. Dev.	Ongoing
b. Efficient Processing	Provide concurrent processing for residential projects to shorten review time and minimize related holding costs.	Not Applicable	None Necessary	Dept. of Planning & Com. Dev.	Ongoing

TABLE 10

HOUSING PROGRAM SUMMARY
(Continued)

Housing Program	Program Objective	5-Yr. Goal (# Units to be Assisted)	Funding Source	Responsible Agency	Time Frame
c. Development Fees	Provide reduced development fees for affordable & senior citizen housing	Adopt an ordinance establishing modified development fees	General Fund, Re-development Set-Aside	Dept. of Planning & Com. Dev., City Manager's Office	One Yr.

5. Equal Housing Opportunity

a. Equal Housing Opportunity Services	Affirm a positive action posture which will assure unrestricted access to housing	Provide tenant/landlord counseling and related housing serv.	HUD-CDBG	City Manager's Office/ Heartland Human Relations Assoc.	Ongoing
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Total units to be constructed: 3,009 - 11,821 total/125 - 145 assisted

Total units to be rehabilitated: 300 units

Total units to be conserved: 330 (Section 8) 200 (Senior Roommate Matching)

ATTACHMENT A

STATE HOUSING ELEMENT REQUIREMENTS

REQUIRED HOUSING ELEMENT COMPONENT

REFERENCE

- | | | |
|----|--|--------------------------------|
| A. | <u>Housing Needs Assessment</u> | |
| 1. | Analysis of population trends in Santee in relation to regional trends | Data Report
Section 2.1 |
| 2. | Analysis of employment trends in Santee in relation to regional trends | Data Report
Chapter 5.0 |
| 3. | Projection and quantification of Santee's existing and projected housing needs for all income groups | Data Report
Section 4.5 |
| 4. | Analysis and documentation of Santee's housing characteristics including the following: | |
| | a. level of housing cost compared to ability to pay; | Data Report
Section 3.4 |
| | b. overcrowding; | Data Report
Section 3.2 |
| | c. housing stock condition. | Data Report
Section 4.3 |
| 5. | An inventory of land suitable for residential development including vacant sites and sites having redevelopment potential and an analysis of the relationship of zoning, public facilities and services to these sites | Housing Element
Section 2.3 |
| 6. | Analysis of existing and potential governmental constraints upon the maintenance, improvement, or development of housing for all income levels. | Housing Element
Section 2.2 |
| 7. | Analysis of existing and potential nongovernmental and market constraints upon maintenance, improvement, or development of housing for all income levels. | Housing Element
Section 2.2 |
| 8. | Analysis of special housing needs; handicapped, elderly, large families, and female-headed households | Housing Element
Section 2.1 |

STATE HOUSING ELEMENT REQUIREMENTS (continued)

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
9. Analysis concerning the needs of homeless individuals and families in Santee	Housing Element Section 2.1
10. Analysis of opportunities for energy conservation with respect to residential development	Data Report Section 4.6
B. <u>Goals and Policies</u>	
1. Identification of Santee's community goals relative to maintenance, improvement, and development of housing	Housing Element Section 3.1, 3.2, 3.3
2. Quantified objectives and policies relative to the maintenance, improvement, and development of housing in Santee	Housing Element Section 3.1 3.2, 3.3
C. <u>Implementation Program</u>	
An implementation program should do the following:	
1. Identify adequate sites which will be made available through appropriate action with required public services and facilities for a variety of housing types for all income levels	Housing Element Section 4.4
2. Program to assist in the development of adequate housing to meet the needs of low- and moderate-income households	Housing Element Section 4.4
3. Identify and, when appropriate and possible, remove governmental constraints to the maintenance, improvement, and development of housing in Santee	Housing Element Section 4.4
4. Conserve and improve the condition of the existing affordable housing stock in Santee	Housing Element Section 4.4
5. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin or color	Housing Element Section 4.4

CIRCULATION ELEMENT

1.0 INTRODUCTION

1.1 Summary

Santee's circulation and transportation systems are major factors in shaping the future form and character of the City by directly affecting the location of commercial, industrial, housing, recreational and public uses. The purpose of the transportation system is to provide a safe, efficient, and serviceable framework which ensures that the movement of people and vehicles meets the transportation needs of all sectors of the City.

The City of Santee is located within an area of Southern California which can be best characterized as urbanizing. As such, the circulation links within its jurisdiction will become increasingly important not only in regard to its own growth and development, but likewise to the growth within other neighboring communities.

1.2 Purpose

The purpose of the Circulation Element is to set forth policies and programs which promote effective use of transportation facilities in order to efficiently and safely move people and goods, while striving to protect and wisely manage the environmental, economic, and natural resources of the City.

The Circulation Element must be closely coordinated with the Land Use, Community Design, Noise, Scenic Highways, and Housing Elements because circulation and transportation planning efforts have major interrelationships with them. Freeways, arterial highways, major roads and collector roads must be capable of meeting future traffic demands. Concurrent efforts must be undertaken to identify the impact that transportation systems development will have upon future land use patterns. Circulation and transportation planning should provide for safe and efficient movement within the City and region, while discouraging unnecessary traffic movement and noise through residential neighborhood areas. This should be accomplished by effectively designing traffic routes according to their functions, while maintaining design sensitivity to surrounding land uses. The visual appearance of the circulation system not only affects the efficiency of traffic circulation, but also contributes to definition of the image of the City held by residents and visitors to the community. In addition, circulation and transportation planning for the local community must be integrated into regional transportation planning with respect to energy conservation, noise, existing and alternative modes of transportation, and quality of the environment with respect to air pollution.

1.3 Authorization

California Government Code Section 65302(b) mandates localities to include within their General Plans a Circulation Element which describes and locates the basic systems which provide for the transportation needs and land uses of the City.

The Circulation Element consists of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element of the Plan.

2.0 EXISTING CONDITIONS

The movement of people and goods within an urban environment can be divided into two basic elements; the mode used for travel, and the circulation system through which that mode must move. In Santee, the circulation system is primarily represented by a hierarchy of streets and pathways ranging from freeways to pedestrian walkways over which people and goods move between communities and within the community.

This section provides an overview of Santee's circulation system. It identifies the extent of other motorized means of moving goods and people such as buses, and airplanes, and discusses pedestrian and bicycle circulation.

2.1 TRAFFICWAYS

East-west travel within the City is accommodated by three principal roads: Prospect Avenue, Mission Gorge Road and Mast Boulevard. Mission Gorge Road presently exists as a four-lane road and carries between 21,000 and 26,000 average daily trips (ADT) as of 1982. Mission Gorge Road is a key road because it serves as a regional traffic corridor as well as providing access to a number of commercial retail centers in Santee. Prospect Avenue and Mast Boulevard carry less than half the volume of Mission Gorge (2,000-13,000 ADT); the highest traffic volumes occur between Cuyamaca Street and Magnolia Avenue. Prospect Avenue is predominantly a two-lane road at this time while Mast Boulevard is both two and four lanes; neither road provides access out of the City of Santee.

Major north-south routes through Santee are more limited. The three most important are Highway 67, Magnolia Avenue and Cuyamaca Street. Highway 67 is an important regional route carrying 35,000 to 48,000 ADT. Magnolia Avenue, generally a four-lane road, has traffic volumes which range between 16,000 and 21,000 ADT. Cuyamaca Street is also a four-lane road except south of Mission Gorge Road where it widens to six lanes; traffic averages between 12,000 to 20,000 ADT. Traffic volumes on Magnolia Avenue and Cuyamaca Street are highest in the immediate vicinity of Mission Gorge Road, particularly south of Mission Gorge Road.

Overall, the City's circulation system is judged to be operating at acceptable levels throughout the day, although a few of the major intersections do have periods of congestion. These intersections are in the core commercial areas along Mission Gorge Road and include the intersections of Mission Gorge Road with Cuyamaca, Magnolia, Carlton Hills and Mast Boulevard, and on the ramps to Highway 67.

Regional circulation plans propose two major roads and an extension of another which would play an important role in the continued efficiency of the circulation system. Proposed State Highways 125 and 52 (SR 125 and SR 52) would provide access outside of the Plan area and carry regional and longer local trips which would otherwise be loaded onto existing streets such as Mission Gorge Road, Cuyamaca Street and Prospect Avenue. The construction of these two freeways is dependent on the availability of State funding.

Mast Boulevard is proposed to be extended to the west, across the San Diego River to connect with Mission Gorge Road. The completion of this link would increase the function of Mast Boulevard as an east-west traffic corridor through the City. Enhancing the effectiveness of Mast Boulevard would be particularly important as the northern portion of the City begins to develop.

2.2 Bus Service

The City of Santee participates in the County Transit System (CTS) and is presently served by five bus routes (846, 847, 848, 849 and 854) (see Figure 10). These routes provide mass transit facilities within one-half mile of virtually every home in Santee. Passengers can also transfer to five San Diego Transit routes.

2.3 Senior Citizen and Handicapped Transit

Special public transportation is provided to the elderly and the handicapped by a "Dial A Ride" service which utilizes lift equipped vans for wheelchair accessibility. This service is operated through the American Red Cross and provides curb to curb weekday service.

2.4 Car Pooling

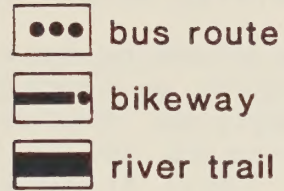
A park and ride lot has been established by Cal-Trans near the intersection of Fanita Drive and Mission Gorge Road for interested participants in car-pooling programs. Bike storage facilities are also available on the lot.

2.5 Bicycle Circulation

Bicycle travel has become an integral part of transportation and circulation network planning. The term "Bikeway" is used to define lanes designated primarily for safe bicycle travel. There are three classifications of Bikeways:

Class I Bikeway - (Bike path or trail) Provides a completely separated right-of-way designated for the exclusive use of bicycles. Crossflows of pedestrians and vehicles are minimized.

PARATRANSIT ROUTES

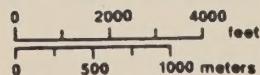
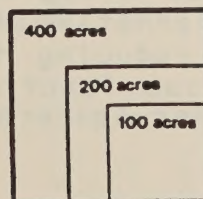


Source: City of Santee

Prepared by: Mooney-Lettieri & Associates

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CITY OF SANTEE GENERAL PLAN



Class II Bikeway - (Bike lane) Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles, with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows of pedestrian and motorist traffic permitted.

Class III Bikeway - (Bike route) Provides for a right-of-way designated by signage or permanent markings with shared use of pedestrians and/or motorists.

Within the City of Santee existing Bikeways (see Figure 10) include Bike Lanes (Class II) along Mission Gorge Road between Mast Boulevard and Carlton Hills Boulevard, along Carlton Hills Boulevard between Mission Gorge Road and Carlton Oaks Drive, along Woodside Avenue between Magnolia Avenue and Highway 67 and a Bike Route (Class III) along Junipero Serra Road to the western City boundary. For a more complete discussion of the City's trails system, please refer to the Trails Element.

2.6 Airport

Lindbergh Field, which is located in the downtown area of the City of San Diego, and Gillespie Field, which is located directly adjacent to the southern City of Santee boundary, both provide small aviation services.

Gillespie Field is a general aviation airport used primarily for business and recreational purposes. It does not function as a major transportation mode for residents of Santee. Lindbergh Field is the largest commercial airport within the County of San Diego and provides complete commercial airline service.

2.7 Pedestrian Circulation

Pedestrian movement is provided for through the use of sidewalks within the City. However, the City streets were primarily designed for automobile circulation and do not necessarily encourage pedestrian usage. Within the commercial areas of the City, pedestrians must compete with automobiles. Within some of the older residential areas of the City, there are no sidewalks to separate pedestrians from motor vehicle movement.

3.0 NEEDS

3.1 Regional Needs

The most apparent circulation need within the City of Santee is for the development of an east-west limited access traffic corridor. This corridor would serve to alleviate some of the existing and future traffic congestion along Mission Gorge Road, while at the same time providing an alternative regional east-west thoroughfare within the County, thereby reducing traffic congestion on Interstate 8. This corridor would also function to improve the accessibility to Santee, as well as to other eastern San Diego County urbanizing communities.

The development of State Highway 52 is currently under study in response to this circulation need. Two alternative corridors for the proposed State Highway 52 (Figure 11A) are being researched by the California Department of Transportation, the San Diego Association of governments, and the City of Santee. These two corridor alternatives include a Prospect Avenue southerly route and northerly corridors with optional connections to SR67. It should be kept in mind that because much of the two northern corridor alternatives lie outside of the City boundaries, Santee would have limited jurisdictional control over the ultimate alignment and development of these alternatives. Additionally, studies will be required for these alternatives concerning adequacy of regional service levels and alleviation of local traffic congestion.

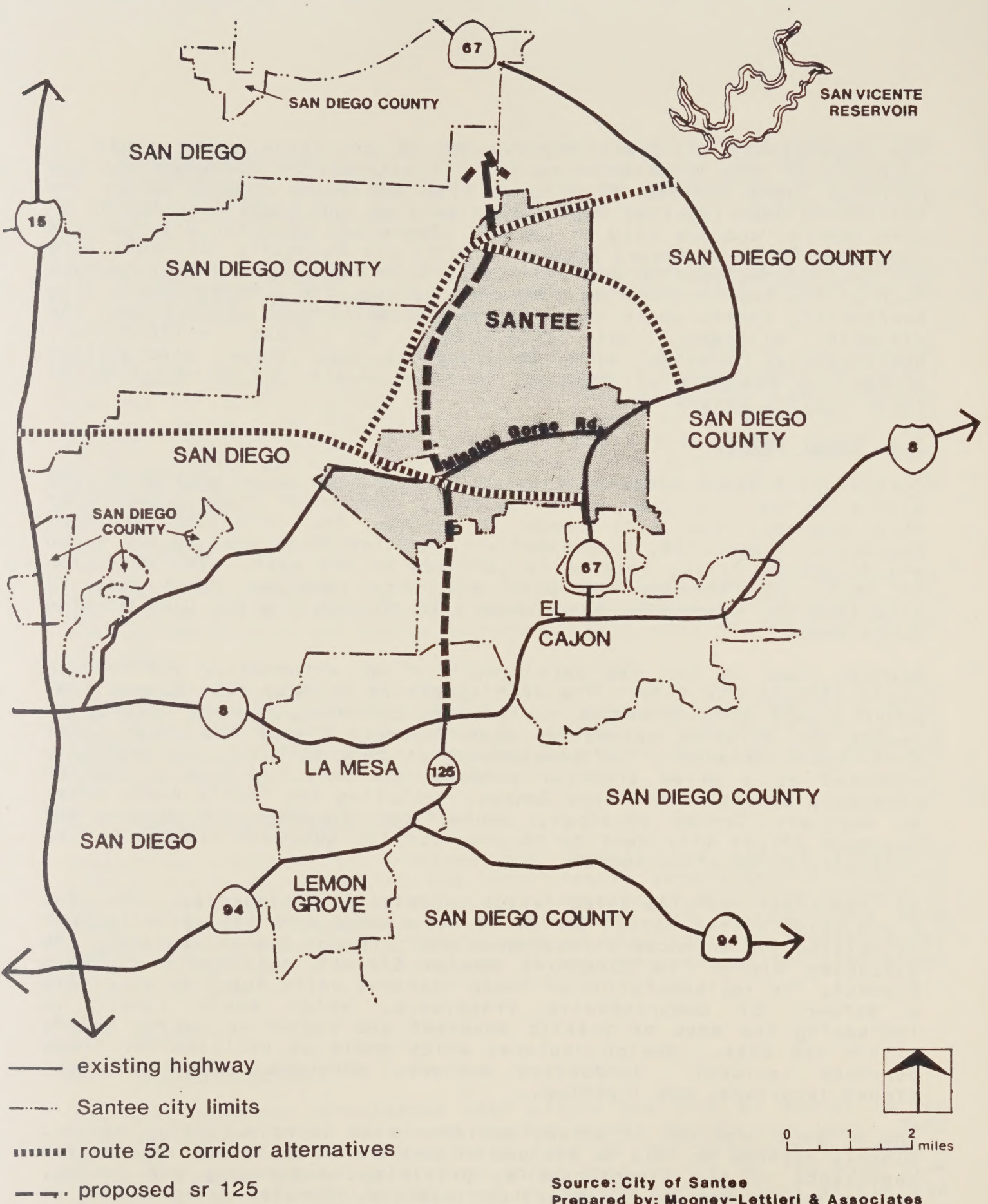
3.2 Local Needs

Currently, Mission Gorge Road exists as the only major east-west road within Santee. In view of the existing congestion along segments of this roadway, the City needs to pursue the extension of Mast Boulevard, Figure 11B, to connect with Mission Gorge Road to the south and Riverside Drive, located in Lakeside to the east. The extension of this road through the City and into Lakeside could help to alleviate the congestion associated with through traffic upon Mission Gorge Road.

Another need is for the development of an alternative north-south route through the City. The development of Highway 125 (Figure 11B) could create an alternative north-south corridor, thereby helping to reduce the existing congestion upon Cuyamaca Street and other local north-south streets. The development of this corridor, conceptually proposed as a prime arterial through the City, will also provide necessary access to northern Santee, including the Fanita Ranch area. As northern Santee develops, connections to Magnolia Avenue and Cuyamaca Street will need to be provided for adequate linkage to the intercity circulation system.

An important consideration which should be integrated into the circulation system within Santee is associated with the establishment of unified and enhanced streetscapes and corridor design features. As discussed within the Community Design Element and Scenic Highways Element, the implementation of these features would function to create a network of comprehensive travelways, which would result in increasing the ease of traffic movement and improving public safety within the City. Design features which could be utilized for these purposes include: landscaped medians, adequate street signage, street furniture, and lighting.

The primary function of street medians is to improve traffic safety. Closely related to this is the use of medians to unify and improve the appearance of the streetscape by providing landscaping and paving. During the design review of street medians, the following should be considered.



Source: City of Santee
Prepared by: Mooney-Lettler & Associates

FIGURE 11A
**REGIONAL
CIRCULATION SYSTEM**
Revised 4/16/84 per CITY COUNCIL

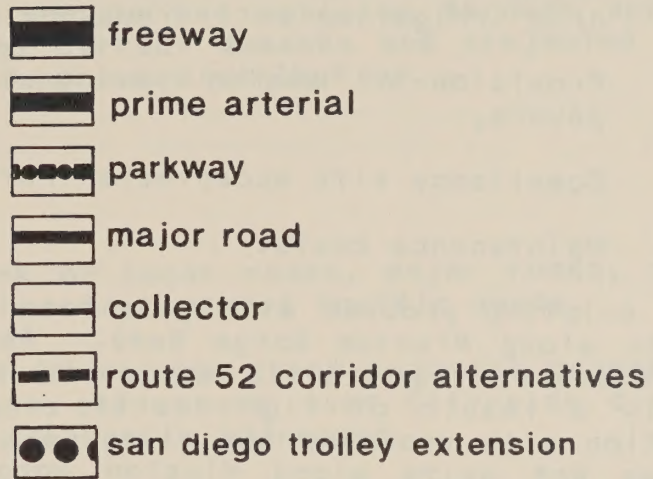


CITY OF SANTEE GENERAL PLAN



FIGURE 11B

CIRCULATION PLAN

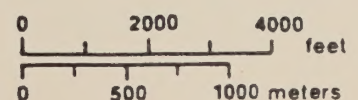
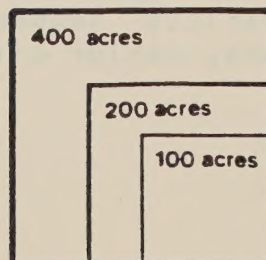


4/16/84 per CITY COUNCIL

Source: City of Santee

Prepared by: Mooney-Lettieri & Associates

REVISED	RESOLUTION
7/8/87	Reso. 96-87



- 1) Provision of landscaping to enhance the appearance of the streetscape,
- 2) Provision of median plantings that consist of a mixture of drought tolerant trees, shrubs and groundcover watered by drip irrigation until they are established,
- 3) Provision of median paving such as stamped concrete or pavers,
- 4) Compliance with acceptable traffic safety standards, and
- 5) Maintenance costs.

Another existing problem within Santee is the high number of traffic accidents along Mission Gorge Road. As discussed within the Public Safety Element, the traffic accidents along Mission Gorge Road are primarily a result of high traffic volumes along this roadway in conjunction with uncontrolled mid-block left hand turns and numerous entrances and exits along Mission Gorge Road. This results in an increase in conflicting traffic movements. It is possible to reduce this accident problem, however, through the consolidation of entrances and exits fronting on this road, and through the utilization of other traffic control devices such as center medians, left turn pockets, and additional signalized intersections. These street and traffic control improvements should be planned comprehensively along Mission Gorge Road to maximize their effectiveness and ensure compatibility with land uses. (Amended by Resolution No. 110-85, adopted May 22, 1985.)

3.3 Alternative Modes

In order to encourage the utilization of alternative and non-motorized forms of transportation within this environmentally attractive community, new bikeways and pedestrian trails are needed. The County of San Diego's San Diego River Conceptual Master Plan identifies the development of regional hiking trails along the river. In association with this plan, Santee needs to pursue the creation of both hiking and bicycle trails adjacent to this river resource. Bikeways could also be developed along Mast Boulevard and Cuyamaca Street. These bikeways should be designed where possible as either completely separated bike paths or restricted right of way bike lanes, in order to ensure public safety.

The City of Santee should also encourage the Metropolitan Transit Development Board to extend the San Diego Trolley Corridor along Cuyamaca Street in the future to provide an alternative mode of travel in the City and mass transit access to the Town Center. The development of this extension could also provide mass transit to the City of San Diego for various segments of the Santee community including work-trip commuters, senior citizens and young non-drivers.

4.0 GOAL

It is the overall goal of the Circulation Element that a transportation network be established which allows for the efficient and safe movement of all goods, people and vehicles through appropriate traffic facilities which meet current demands and projected needs of the population and proposed land use distribution.

5.0 OBJECTIVES AND POLICIES

Objective 1.0

Develop a circulation network of local roads, major roads, arterials and freeway routes that will meet projected traffic needs.

Policy 1.1 The City shall provide input into the proposed State Route 52 planning process to ensure that City-wide circulation concerns and needs are adequately addressed.

Policy 1.2 The City shall encourage the development of an improved interchange with State Route 67 to accommodate future traffic generation and alleviate existing travel limitations.

Policy 1.3 The City should provide for funds in the Capital Improvement Plan which adequately addresses transportation and circulation improvements.

Policy 1.4 The City shall use minimum design standards for streets, which include grade, widths, alignment and public improvement requirements established in the Street Standards Design Manual and Municipal Ordinances and Codes.

Policy 1.5 The City should designate adequate truck routes for the use of heavy commercial and industrial traffic.

Policy 1.6 The City shall establish requirements for parkway development and maintenance.

Policy 1.7 The City shall actively pursue funding such as Community Development Block Grants, Federal Aid to Urban Highways, Transportation Development Act Funds, Redevelopment Project Funds and various other similar funding programs for transportation and circulation related public improvement projects.

Policy 1.8 The City should consider the utilization of a shared funding formula with developers, for specific transportation improvements.

Objective 2.0

Establish an efficient circulation system which provides access to all sectors of the City and supports established land uses.

Policy 2.1 The City should ensure adequate accessibility to the northern undeveloped area of the City by designating major, arterial and collector roads for future dedication required with development.

Policy 2.2 The City should encourage the continued analysis of the proposed Highway 125 Corridor.

Policy 2.3 The City should encourage the development of unimproved public rights-of-way for circulation needs.

Policy 2.4 The City encourages a Level of Service C throughout the circulation network. The Level of Service could be adjusted on specific roadways or intersections where appropriate mitigation measures have been applied to minimize effects and/or overriding social or economic benefits to the City can be identified.

Objective 3.0

Promote a transportation and circulation system which will maintain the integrity of the surrounding environmental features.

Policy 3.1 The City should restrict the development of transportation corridors within environmentally sensitive areas.

Policy 3.2 The City should strongly oppose the least desirable alternative location for proposed Highway 52 along the San Diego River Corridor.

Objective 4.0

Minimize the impact of automobile travel on the character of Santee by promoting the use of alternative modes of transportation.

Policy 4.1 The City should consider maintaining opportunities for location of a Transit Center within the City where alternative transit modes would connect.

Policy 4.2 The City should promote the development of hiking and bicycle trails along the San Diego River in conjunction with the San Diego River Plan.

Policy 4.3 The City shall establish a comprehensive bicycle route system and designate appropriate bikeways.

Policy 4.4 The City shall encourage and provide for Ride Sharing, Park and Ride, and other similar commuter energy saving programs.

Objective 5.0

Provide a public transportation system that provides adequate connection with neighboring cities and communities.

Policy 5.1 The City should work in conjunction with the Metropolitan Transit Development Board in determining the feasibility and alignment considerations of extending the East County Trolley Line to Santee.

Policy 5.2 The City should provide for the location of bus stops adjacent to major activity centers.

Objective 6.0

Upgrade and maintain existing transportation corridors to meet urban safety standards.

Policy 6.1 The City shall encourage the development of improved signalization and intersection design.

Policy 6.2 The City should encourage the utilization of traffic control devices such as center medians and/or left turn pockets where appropriate.

Policy 6.3 The City shall ensure that newly constructed roads are designed to permit rapid access for emergency vehicles.

Policy 6.4 The City shall ensure that adequate street lighting and traffic control devices are provided throughout the City to ensure safe and efficient mobility.

Objective 7.0

Maximize the utilization of site planning techniques to improve traffic safety.

Policy 7.1 The City shall encourage new subdivision development be designed so that driveways do not take direct access from prime arterials, major roads or collector streets.

Policy 7.2 The City shall promote design standards which allow for safe and efficient transport, delivery, loading and unloading of goods from service vehicles within commercial and industrial areas.

Policy 7.3 The City should pursue minimizing the number of entrances and exits to strategic locations along major thoroughfares.

Policy 7.4 The City should establish appropriate setback and off-street parking requirements.

Objective 8.0

Provide for adequate and safe movement of elderly and handicapped citizens throughout the City.

Policy 8.1 The City should pursue the elimination of physical barriers, such as high curbs, around public facilities and commercial centers to improve access and mobility of the elderly and the handicapped.

Objective 9.0

Improve the ease of movement throughout the City by providing an understandable circulation system.

Policy 9.1 The City should promote the development of unified streetscapes through the utilization of design features such as: landscaped medians, adequate street signage, street furniture and lighting.

Policy 9.2 The City should adopt design guidelines for use in the review of street medians to insure implementation of designs that stress traffic safety, aesthetics and low maintenance costs. (Amended by Resolution No. 110-85, adopted May 22, 1985)

6.0 IMPLEMENTATION

6.1 Circulation Plan

The Circulation Plan as shown on Figure 11B represents an extensive road network in terms of both the number of links and classifications. Six street designations have been used to define differing characteristics among elements of the Circulation Plan:

- a. FREEWAYS are controlled access facilities with grade separations and interchanges at their crossings and connections with other major circulation streets.
- b. PRIME ARTERIALS are six lanes or larger divided traffic carriers which have restricted access, but may have interchanges or may cross other arterials at grade with signalized intersections.
- c. MAJOR STREETS are four-six lane divided streets with center medians painted to allow left turn movements, or with raised medians to control turning movements.

- d. COLLECTOR STREETS are feeder streets which complement the major street network in circulation, but are of lesser capacity, usually with four lanes and turning or raised medians.
- e. RESIDENTIAL COLLECTORS are two lane distributor streets, slightly larger than other local residential streets to enhance safety and traffic circulation into and out of neighborhood areas.
- f. PARKWAYS are unique design applications where standard designs cannot be utilized because of steep terrain, or other special conditions.

All major elements of the circulation system have been assigned to one of these designations to aid in understanding the design configuration and right-of-way needs for any segment of the system. All public streets not included in the following designations are classified as Local Street. (Amended by Resolution No. 34-86, adopted February 13, 1986.)

6.1.1 Freeways

The following Freeways are designated in the Circulation Plan:

- SR52 (Proposed) - three alternative corridors are shown.
- SR125 (Proposed) - from southern City boundary to proposed SR52 corridor.
- SR67 - Bradley to Riverford.

(Amended by Resolution No. 34-86, adopted February 13, 1986.)

6.1.2 Prime Arterials

- Mission Gorge Road - from western City boundary to Mast Boulevard.
- SR125 - north of intersection with proposed SR52.
- Mission Gorge Road - SR52 to Cuyamaca Street.

(Amended by Resolution No. 34-86, adopted February 13, 1986.)

6.1.3 Major Streets

The following routes have been designated as Major Streets within the Santee Circulation Element based upon projected traffic, accessibility needs and desired level of service:

- Mission Gorge Road - east to west through the City except where designated prime arterial.

- Woodside Avenue - east of Mission Gorge Road to SR67.
- * Magnolia Avenue - southern City boundary to Cuyamaca Street.
- * Cuyamaca Street - southern City boundary to SR125.
- Carlton Hills Blvd. - Mission Gorge Road to Lake Canyon Rd.
- Mesa Road - Prospect Avenue to Mission Gorge Rd.
- Mast Boulevard - western City limits to Riverford Rd.
- Prospect Avenue - Cuyamaca to SR67.
- Fanita Drive - Prospect Avenue to Mission Gorge Rd.
- **Riverford Road - SR67 to El Nopal.
- **Bradley Avenue - Wing Avenue to Mollison Avenue.
(Amended by Resolution No. 34-86, adopted February 13, 1986)

6.1.4 Collectors

The following routes below have been designated as Collector Streets:

- * Carlton Hills Blvd. - Lake Canyon Road to Cuyamaca Street.
- Prospect Avenue - Mesa Road to Cuyamaca Street.
- * Mesa Road/Lake Murray Blvd. Extension - Prospect Avenue to southern City boundary.
- * Cowles Mountain Road Extension - north to south from Mesa Road southerly City boundary.
- Carlton Oaks Drive - western City limit to Stoyer Drive.
- Halberns Boulevard - Stoyer Drive to Lake Canyon Road.
- El Nopal Road - Woodpark Drive to Riverford Road.
- Fanita Drive - southern City boundary to Prospect Avenue.
- Pepper Drive - Graves Avenue to Somermont.
- Buena Vista Avenue - Cuyamaca to Cottonwood.
- Olive Lane - Via Zapador to Mission Gorge Road.
- * Mesa Avenue - Cuyamaca to Magnolia.
- Summit Avenue - Princess Joann to Magnolia.
- Shadowhill Road - Wheatlands Road to Bell Collo Lane

- | | |
|-------------------|--------------------------------------|
| Riverside Drive | - Cuyamaca Street to Magnolia Avenue |
| Cottonwood Avenue | - Kenney Street to Mast Boulevard |

(Amended by Resolution No. 34-86, adopted February 13, 1986 and Resolution No. 96-87, adopted July 8, 1987.)

6.1.5 Residential Collectors

The following routes have been designated as Residential Collectors:

- | | |
|----------------|--|
| Princess Joann | - Cuyamaca to Magnolia. |
| El Nopal | - Cuyamaca to Woodpark. |
| Lake Canyon | - Fanita Parkway to Halberns. |
| Halberns | - Lake Canyon to northern terminus. |
| Pebble Beach | - Carlton Oaks to Grass Valley Lane. |
| Rumson | - Pebble Beach to western City limits. |
| Timberlane | - Mast to Shaggy Bark. |
| Woodglen Vista | - Cuyamaca to Magnolia. |
| Beck | - Via Francis to Woodrose. |
| Ironwood | - Woodglen Vista to Princess Joann. |
| Len Drive | - Magnolia to Santana. |
| Second Street | - Magnolia to Los Ranchitos. |
| Los Ranchitos | - Mast to El Nopal. |
| Jeremy | - Second Street to Hillcreek. |
| Braverman | - Magnolia to Jeremy. |
| Northcote | - Woodside to Robinridge. |
| Railroad | - Prospect to Mission Gorge. |
| Buena Vista | - Cottonwood to Railroad. |
| Via Zapador | - Prospect to Olive Lane. |
| Atlas View | - Prospect to Pryor. |
| Big Rock | - Mission Gorge to Shantung. |

- Rancho Fanita - Mission Gorge to Mesa Road.
 - Stoyer Drive - East Heaney Circle to Carlton Oaks.
 - Wethersfield Road - Rumson to Inverness.
- (Amended by Resolution No. 34-86, adopted February 13, 1986, and Resolution No. 10-92, adopted February 13, 1992.)

6.1.6 Parkways

The following routes have been designated Parkways to recognize the need for special design because of steep terrain or specialized uses:

- Buena Vista - Olive Lane to Cuyamaca.
 - **Carlton Hills Blvd. - Cuyamaca to SR67.
 - **Goodan/Ranch Road - SR125 to SR67.
 - **Mast Boulevard - Westerly from west City limits through City of San Diego to Mission Gorge Road.
 - Civic Center Drive - Mission Gorge Rd. to Town Center Pkwy.
 - Town Center Parkway - Mission Gorge Road to Cuyamaca St.
 - Town Center Parkway - Cuyamaca Street to Magnolia Avenue.
 - Woodside Avenue - Shadowhill Rd. to eastern City Limits.
- * The Circulation Plan identifies general and approximate locations for future routes to be dedicated and constructed pursuant to development. Precise alignment and design of these routes will require in depth study at the time that future development occurs.
- ** Streets currently outside the City limits, but within Santee's Sphere of Influence. Adding these streets to the General Plan will allow us to exert influence on development.

(Amended by Resolution No. 34-86, adopted February 13, 1986 and Resolution No. 96-87, adopted July 8, 1987.)

6.2 Capital Improvements Program

Major efforts should be directed towards the development of a phasing program for capital circulation expenditures, taking into account the projected growth rates, and the location of future growth as outlined by the Land Use and Housing Elements of the General Plan.

Transportation improvements, including street, bicycle and pedestrian facilities should be studied in conjunction with other major proposed capital outlays.

In general, the development of a transportation facility will ultimately depend upon:

- (1) the need for the facility at a particular point in time related to projected traffic volumes and service levels, and
- (2) the ability to pay and the level of deferred costs over time.

Associated with the implementation of a Capital Improvements Program is a requirement for additional economic analysis on the potential need for new revenue sources in relation to how much can be accomplished with present projected source. A cost-revenue analysis, based upon present sources of funds and projected growth rates, will serve to provide some understanding as to the amount of revenue that will be available for future operating costs. The net cost or revenue amounts can then be analyzed to determine the overall magnitude of required capital expenditures.

Following is a recommended list of high priority circulation needs for the Capital Improvement Program:

- (1) Extension of Mast Boulevard to connect with Mission Gorge Road to the south and Riverside Drive to the east.
- (2) Consolidation of entrances and exits along Mission Gorge Road, in association with the development of other traffic control devices including; center medians, left-turn pockets, and signalized intersections where appropriate.
- (3) Extension of Cuyamaca Street and Magnolia Avenue northward as development in northern Santee occurs.
- (4) Development of new bikeways along the San Diego River Corridor, Mast Boulevard and Cuyamaca Street.
- (5) Development of pedestrian trails along the San Diego River Corridor.
- (6) Improvement of interchanges with State Route 67.

For the long term, the City should anticipate inclusion of funds within their Capital Improvements Program to share in the cost of developing the Highway 52 and 125 transportation corridors, and to develop support studies for the location of a multi-modal transit center in coordination with the San Diego Trolley Corridor.

In regard to financing the aforementioned capital expenditures the City of Santee should:

- (1) Investigate alternative State and Federal transportation funding programs, and

- (2) Ensure that all new development be required to bear its fair share of the cost for circulation improvements.

Other development requirements pertaining to the dedication of, or funding of, transportation improvements as outlined within the Subdivision Map Act include:

- (1) Street Dedication per Government Code 66475;
- (2) Dedication for Local Transit Facilities including bus turnouts, benches, and shelters per Government Code 66475.2; and
- (3) Fees for major thoroughfares per Government Code 66484. It is at the discretion of the City to create an ordinance which would require the payment of a fee as a condition of approval for the purposes of defraying the costs of thoroughfare construction.

6.3 FIVE-YEAR MAINTENANCE PROGRAM

In addition to the long-term Capital Improvement Program, it is recommended that the City establish a 5-year program for the maintenance of existing and proposed transportation facilities designated by the plan. The program will obviously concentrate on the existing trafficway network at present, and include such likely improvements as street pavement, curb, gutter, and sidewalk improvements, signs and traffic signals, landscaping, and lighting. Continuing maintenance programs would necessarily be expanded in the future to include other various transportation facilities (e.g., bicycle and equestrian facilities).

6.4 DESIGN REVIEW AND PROJECT PROCESSING

All proposed transportation corridors will be reviewed during the Environmental Review process in order to ensure the mitigation of identified significant impacts. In association with this review, the City should encourage the consideration of alternative alignments, which could satisfy the transportation needs, while reducing the significance of these impacts.

6.5 CONTINUED LIAISON WITH OTHER AGENCIES

Throughout the Circulation Element it was noted that currently there are ongoing studies being undertaken by the California Department of Transportation and other State agencies associated with the development of Highways 52 and 125. In view of the fact that the development of these two Highways is of such importance to the City of Santee, it is recommended that the City:

- (1) Continue to monitor the California Transportation Commission hearings;
- (2) Provide input as merited; and
- (3) Coordinate closely with the California Department of Transportation.

RECREATION ELEMENT

1.0 INTRODUCTION

1.1 Summary

Santee presently offers its residents a variety of recreational amenities, including the Santee Lakes Recreation Area, local parks, ball fields, and access to school facilities. In addition, several important opportunities exist which would enable the City to provide many more recreational facilities. Natural features such as the San Diego River corridor and the undeveloped Edgemoor property are in key locations for utilizing and providing recreational opportunities for the citizens of Santee. The policies which have been developed for this Element are aimed at enhancing and continuing the high quality park and recreational standards as this urbanizing community continues to grow.

1.2 Purpose

The Recreation Element is intended to identify park and other recreational resources that exist within the City and to suggest ways in which these resources can be preserved or enhanced. The Element is to be used as a guide for the acquisition and development of a city-wide system of parks and recreation areas.

1.3 Authorization

Although the Recreation Element is discretionary, Section 65303(a) of the California Government Code states that the City's General Plan may include "a recreation element showing a comprehensive system of areas and public sites for recreation, including, when practicable, locations and proposed development of natural reservations, parks, parkways, beaches, playgrounds, recreational community gardens, and other recreation areas."

The Element also has been prepared in accordance with Section 66477 which authorizes a city to require the dedication of land or payment of fees in lieu thereof, or a combination of both, for neighborhood and community parks or recreational purposes as a condition to the approval of a tentative map, based on certain conditions as delineated in the code.

2.0 EXISTING CONDITIONS

Local parks shall be defined as those parks providing for recreational uses in proximity to the homes of Santee residents, in contrast to regional facilities which serve the entire County. They generally are less than 200 acres and may be in the form of mini-parks, neighborhood parks, or community parks. Mini parks are small areas, no larger than two acres and serve a population of about 500 people. Neighborhood parks serve a larger population, from 2,000 to 5,000, and generally range in size from 2 to 20 acres. They often are located adjacent to elementary schools and should provide three types of

recreation: open areas for passive recreation and relaxation, active sports areas, and a neighborhood center. Community parks supplement the neighborhood parks by providing activities that require more space and specialized functions which serve a larger population (10-25,000), range in size from 20 to 200 acres, and include school playgrounds and ballfields and the Santee Lakes Recreation Area. Facilities and activities typically found at various parks are further defined in the GLOSSARY of this document. Regional parks serve the entire County and, as such, are at least 200 acres in size. In this Element, trails shall mean paved or unpaved paths for non-motorized uses, i.e., hiking, jogging or equestrian.

2.1 Park and Recreation Facilities

The City of Santee owns three parks: Woodglen Vista and Big Rock Parks, which are neighborhood parks; and Mast Park, the City's only community park, which was flooded seven years ago and remains closed. Also located within Santee's boundaries is the Santee Lakes Recreation Area, almost 300 acres of Mission Trails Regional Park, school playgrounds, ballfields, and equestrian facilities. Table 11 shows the breakdown of these local recreational facilities, and Figure 12 denotes their general location.

Table 11

Local Park and Recreational Facilities

<u>Facility</u>	<u>Acreage</u>
Neighborhood parks	
Big Rock Park	5.00
Woodglen Vista Park	9.96
Community Parks	
Mast Park	58.50
School Playgrounds and Ballfields	156.38
Santee Lakes Recreation Area	190.00
Equestrian Facility	<u>1.20</u>
TOTAL	421.04

Santee Lakes is a unique area of land and water developed for recreation by the Padre Dam Municipal Water District. Originally formed by sand and gravel excavation in Sycamore Canyon, the seven lakes provide water-oriented recreation while filtering reclaimed water.

FIGURE 12

RECREATION AREAS

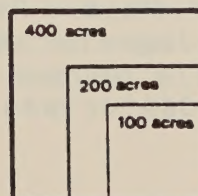
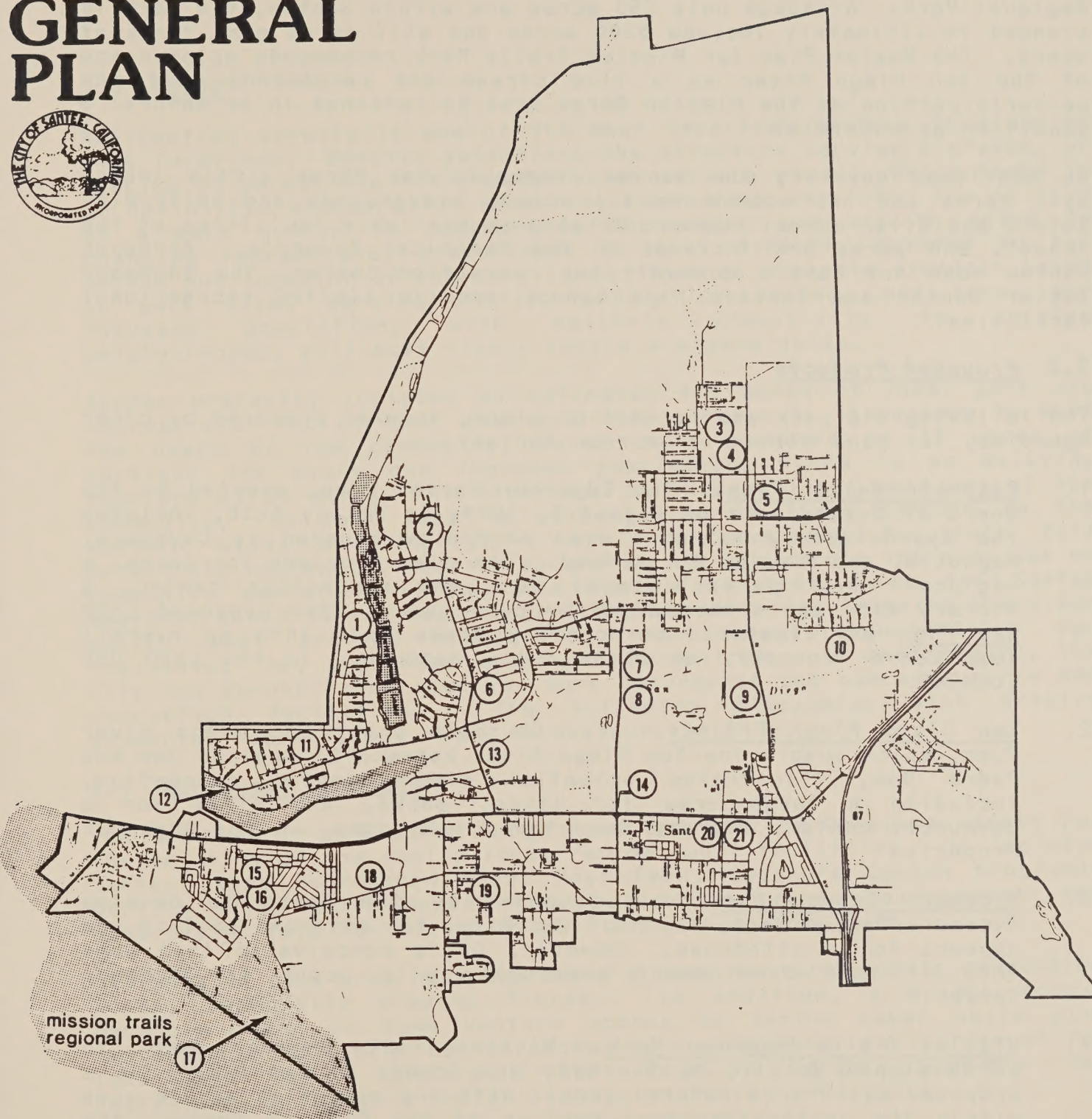
- 1 santee lakes recreation area
- 2 sycamore canyon school
- 3 woodglen vista park
- 4 cajon park school
- 5 santana high school
- 6 carlton hills school
- 7 rio seco school
- 8 paul kay ball field
- 9 edgemoor senior center
- 10 hill creek school
- 11 carlton oaks school
- 12 carlton oaks golf course
- 13 mast park
- 14 cecil gordon ball park
- 15 chet harritt school
- 16 big rock park
- 17 mission trails regional park
- 18 renzulli school site
- 19 prospect school
- 20 beall field
- 21 santee school

Source:
City of Santee

REVISED	RESOLUTION

Prepared by: Mooney-Lettieri & Associates

CITY OF SANTEE GENERAL PLAN



0 2000 4000 feet
0 500 1000 meters

Located within the westernmost portion of Santee is Mission Trails Regional Park. Although only 280 acres are within Santee, the park is planned to ultimately include 6200 acres and will serve many types of users. The Master Plan for Mission Trails Park recommends maintenance of the San Diego River as a live stream and recommends that the easterly portion of the Mission Gorge area be retained in as natural a condition as possible.

As mentioned earlier, the Santee community has three little league ball parks and has access to all school playgrounds and ballfields before and after school hours. Details on available facilities at the schools and parks are included in the Technical Appendix. Although Santee does not have a community or recreation center, the Edgemoor Senior Center and Santana High School provide limited recreational facilities.

2.2 Proposed Projects

The following are park and recreation plans, several prepared by other agencies, for land either in or near Santee:

1. Edgemoor Master Plan. The Edgemoor Master Plan, adopted by the Board of Supervisors on August 7, 1979, as Policy F-38, includes the approximately 425-acre area partially bounded by Cuyamaca, Magnolia, and Mission Gorge Road. The plan provides for lakes, a regional river park, a local park and recreation center, a library site and sites for other civic uses. The proposed Land Use Plan anticipates incorporating these uses into an overall Town Center concept, which is fully described in the LAND USE ELEMENT.
2. San Diego River Project. The County's Draft San Diego River Plan, which covers the San Diego River between El Capitan Dam and Padre Dam, illustrates potential river-oriented recreation, including a large area for lakes, parks, and sites for a community center, library and other civic uses, on the Edgemoor Property.
3. Sycamore Canyon Park. A proposal by the State to develop Sycamore Canyon Park, north of the City, for off-road vehicle use appears to be withdrawn. However, it is conceivable that some form of park development eventually will occur in Sycamore Canyon.
4. Mission Trails Regional Park. Mission Trails Regional Park, to be developed jointly by the City and County of San Diego, is a proposed 6,200-acre natural park. With the execution of one area within the southwesternmost portion of the City of Santee, the proposed park is generally to the west of Santee.
5. Mast Park. Mast Park currently is being redesigned. Anticipating primarily passive uses, the park also will reflect the overall goals of and be compatible with the future San Diego River and Town Center projects.

3.0 NEEDS

Residential density is one of the most important factors in planning park locations. Density determines the effective service distance, or spacing of parks, and the population of service areas. While there is no definitive standard for measuring recreation services, the ability of a park system to accommodate increasing use and to adapt to changing recreational preferences is most directly related to the amount and location of the park land. Thus an adequate standard based on park size, service radius, population served, and acres per thousand population, with built-in flexibility to varying neighborhoods, will most likely remain a viable guide.

Santee presently includes an estimated 421 acres of local park and recreational facilities. However, this acreage is inadequate to meet the needs of the community; based on a standard of 10 acres of parkland for every one thousand population, there is an existing shortage of 29 acres. In addition, in the developed portions of the community, the park land is concentrated in large parcels on the western side; existing parks are not developed to their full potential; recreation facilities are at a minimum; and the city has no community center. It must be recognized that while the Santee Regional Lakes (entry fee charged) and school sites (limited hours for public use) provide substantial recreational opportunities for residents, they are under quasi-public control. In that regard, the City has demonstrated need for more City-owned and operated parks and recreation facilities. The following discussion will briefly summarize recreational needs throughout the City.

3.1 Northwest Quadrant

The area north of Mission Gorge Road and west of Cuyamaca Street has the majority of the public local recreational facilities. It includes Santee Lakes Recreation Area, Mast Park, Sycamore Canyon proposed, Carlton Hills Golf Course, three elementary school playgrounds and numerous private facilities as part of housing complexes.

Citizens in this area have expressed a need for more public recreation areas, especially playing fields. In addition, a bridge across Sycamore Creek or some western access to Santee Lakes would give residents in this area easier access to recreational facilities at the lakes and nearby schools. Mast Park is largely unusable for recreation, although a design plan is currently underway.

3.2 Northeast Quadrant

The area north of Mission Gorge Road and east of Cuyamaca Street contains a fair amount of recreational acreage, although much of it tends to be clustered along Magnolia Avenue. Included are Woodglen Vista Park, two ballfields, elementary and high school facilities, as well as private facilities.

Woodglen Vista Park has room for expansion and could probably facilitate a few practice playing fields and a community center, if desired. In addition, there is a lot of vacant land in this quadrant, some of which is adjacent to schools. This area also includes the Edgemoor property, a substantial amount of which could ultimately be used for public parkland and other recreational activities.

3.3 Southwest Quadrant

The southwest quadrant of the City, south of Mission Gorge Road and west of Cuyamaca Street, contains a large amount of regional park acreage but lacks adequate local public parkland acreage and facilities. Big Rock Park, Renzulli school site (with Saddle Club and Softball Club facilities) and two elementary school playgrounds comprise the possible recreational activities.

Many residences are between one-half and one mile from these, and some areas are farther. Development of the Renzulli school site for permanent recreational uses could assist as a remedy to the situation; however, the westernmost portion of the City would still lack any large playing fields, and publicly owned facilities.

Another potential recreational area exists along Forester Creek. A linear park and trails linking with the San Diego River need to be considered as part of the future flood control improvements planned for the creek.

3.4 Southeast Quadrant

The portion of the City east of Cuyamaca Street and south of Mission Gorge Road includes Beall Field and one elementary school playground, which has playing fields. Overall, this area falls short of providing adequate public park acreage or recreational uses for the existing population.

The southeasternmost portion of the City, east of State Route 67, has no recreational acreage or facilities at all, although the Sky Ranch area shall eventually include some trails and natural open space on Rattlesnake Mountain. Future development may serve to intensify the need for school facilities, playing fields and other recreational facilities.

3.5 San Diego River Corridor

Great opportunity exists for both public and private recreational development; i.e., parks, ballfields, trails, etc., along the San Diego River Corridor. This resource can provide numerous recreational amenities to the citizens of Santee. As such, a coordinated planning effort is essential between the various individual projects being proposed within the City as well as other regionwide plans, especially the San Diego River Project.

3.6 Fanita Ranch

Fanita Ranch comprises the northern portion of the City and, currently undeveloped, provides large amounts of open space for the City. As Fanita Ranch develops, under Specific Plan procedures, into a residential community, its residents will need both private and public recreational facilities, which are comparable to other developing portions of the City. Adequate recreational areas, both active and passive, need to be provided for in the future development plans for Fanita Ranch.

4.0 GOAL

The goal of the Recreation Element is to provide a system of public parks and recreation facilities which serve the citizens of Santee.

5.0 OBJECTIVES AND POLICIES

Objective 1.0

Provide a minimum of 10 acres of park land and recreational facilities for every 1,000 population in Santee. These 10 acres could include a combination of local parks, trails, school playgrounds and other public facilities which meet part of the need for local recreational facilities.

Policy 1.1 The City shall increase the amount of park and recreational facility acreage in Santee to more closely conform to the local park land standard.

Policy 1.2 The City shall encourage the Santee School District and the Grossmont Union High School District to jointly develop and use school property for recreational purposes.

Policy 1.3 The City shall encourage the Padre Dam Municipal Water District to continue to jointly develop and use the Santee Lakes Recreation Area for recreational purposes.

Policy 1.4 The City shall promote the compatibility of land uses adjacent to parks.

Policy 1.5 The City shall base the fees paid in lieu of dedication of parkland on the fair market value of land according to the formula established in the Park Lands Dedication Ordinance.

Policy 1.6 The City shall not permit the payment of in-lieu fees for developments of 50 lots or more, unless the Planning Commission finds there are no suitable lands available for park land dedication.

Policy 1.7 The City should, when feasible, require developers to contribute land and develop on that land multi-purpose playing fields or recreational facilities.

Objective 2.0

Provide adequate recreational acreage and facilities in all areas of the City.

Policy 2.1 The City shall include the development of a river park with active and passive recreation uses and civic uses on the Edgemoor property as part of a larger Town Center.

Policy 2.2 The City shall encourage the inclusion of recreational facilities in all mixed land use development, especially within the Town Center and Resort Recreation land use descriptions.

Policy 2.3 the City should not relinquish existing public parkland to non-public purposes.

Policy 2.4 The City should locate and use mini-parks in the built-up areas of Santee where recreational facilities are needed and where available land is limited.

Policy 2.5 The City should require the inclusion of private recreation areas in Planned Residential Developments.

Policy 2.6 The City shall aggressively pursue the development of additional publicly owned parks and recreation facilities which are distributed throughout the City to meet the needs of all residents.

Objective 3.0

Provide readily accessible recreational facilities to meet the needs of persons of all ages, physical conditions and socio-economic situations.

Policy 3.1 The City shall acquire sites and develop facilities to provide for special recreation needs.

Policy 3.2 The City shall encourage service clubs, civic groups, individual donors and others to help in the development of recreational facilities.

Policy 3.3 The City shall encourage private employee recreation in business and industrial areas in order to provide recreational opportunities for employees.

Objective 4.0

Provide an adequate system of multi-use trails.

Policy 4.1 The City should include both hiking and bicycle trails in any trail system; equestrian trails also should be considered.

Policy 4.2 The City shall, in developing a trail system, especially in the San Diego River corridor, coordinate between various projects within the City, as well as with a regional trail system in the County.

6.0 IMPLEMENTATION

The following measures seek to implement the objectives and policies of the Recreation Element:

- 6.1 Acquire land through the use of Quimby Act dedications for the development of parks and recreational facilities in areas of the City which are currently lacking them or show a deficit based on the local park standard.
- 6.2 Use State and Federal funds for the acquisition and development of recreational facilities whenever possible.
- 6.3 Continue cooperation with other agencies in the development and implementation of the San Diego River Project Plan to assure compatibility with Santee's General Plan.
- 6.4 Continue responding to regional recreational projects proposed by other agencies to assure compatibility with Santee's General Plan.
- 6.5 Pursue the possibility for County donation of parkland on the Edgemoor property.
- 6.6 Coordinate with the County of San Diego Flood Control District to develop plans for utilization of flood control right-of-ways for passive recreational uses, especially along Forester Creek.
- 6.7 Work with the School Districts to implement joint use and maintenance of school facilities for recreational purposes, including multi-purpose playing fields.
- 6.8 Pursue all possible avenues of funding for the development of multi-purpose playing fields and a community/recreation center.
- 6.9 Pursue the possibility of an entrance to Santee Lakes Recreation Area from the west and a bridge across Sycamore Creek.

TRAILS ELEMENT

(Added by Resolution No. 210-85, adopted November 13, 1985.)

1.0 INTRODUCTION

1.1 Summary

The City of Santee historically has been a commuter oriented city, dominated by the automobile. While considerable attention has been paid to developing the automotive circulation system within Santee, little effort has been made toward developing alternative circulation systems, such as bicycle, equestrian, and hiking/pedestrian trails.

The City of Santee is located in an area of San Diego County which traditionally has been used by equestrians and to a lesser extent, hikers. Today, bicycles more than at any time in the past, are becoming popular as a means of transportation not only for recreation, but for commuting as well. Alternative systems of circulation within Santee will become ever increasingly more important as the City develops and will enhance the quality of life in Santee.

1.2 Purpose

The purpose of the Trails Element is to identify and plan for Santee's needs in the future for the development of bicycle, equestrian and pedestrian trails. The Trails Element is designed to set policies and implementation strategies for the development of a comprehensive, City-wide, trails system which will encourage and allow residents to use alternative modes of transportation for both recreation and commuting.

1.3 Authorization

The Trails Element is a Permissive Element. It is not an Element required by State planning law for a jurisdiction to have an adequate General Plan. The Trails Element is equally as binding as a Mandated Element upon adoption by the City.

2.0 EXISTING CONDITIONS

2.1 Bicycle Trails

Bicycle trails improvements have already begun in Santee in a limited fashion. The term "Bikeway" is used to define lanes designated primarily for safe bicycle travel. There are three classifications of Bikeways:

Bike Path - Provides a completely separated right-of-way designated for the exclusive use of bicycles. Crossflows of pedestrians and vehicles are minimized.

Bike Lane - Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows of pedestrian and motorist traffic permitted.

Bike Route - Provides for a right of way designated by signage or permanent marking with shared use of pedestrians and/or motorists.

Within the City of Santee existing or funded Bikeways include a Bike Path (Class I) through Mast Park, Bike Lanes (Class II) along Mission Gorge Road and Woodside Avenue between Highway 67 and the western City boundary, along Mast Boulevard between Carlton Hills Boulevard and the eastern City boundary, along Cuyamaca Street between Mission Gorge Road and Mast Boulevard, along Carlton Hills Boulevard between Mission Gorge Road and Carlton Oaks Drive and a Bike Route (Class III) along Junipero Serra Road to the western City boundary. Figure 13 depicts the appropriate future location of bicycle trails. The trails are shown according to three separate classifications.

2.2 Equestrian Trails

There are at present no designated equestrian trails within the City of Santee. There is, however, considerable open space remaining in the City which can and has been used for horseback riding. Figure 14 contains the potential location of equestrian trails within the City. These areas include the southwestern quadrant of the City, the San Diego River area, and Rattlesnake Mountain.

2.3 Pedestrian Trails

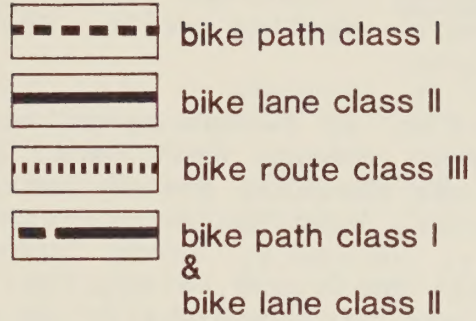
Pedestrian access is currently provided solely by sidewalks adjacent to City streets, as well as within the City's parks. There presently exists no designated recreational hiking or jogging trails in the City.

3.0 NEEDS

In order to encourage the utilization of alternative and non-motorized forms of transportation within this environmentally attractive community, new bike, equestrian and pedestrian trails are needed. The County of San Diego's San Diego River Conceptual Master Plan identifies the development of regional trails (including equestrian, bike and pedestrian) along the River. In association with this plan, Santee needs to pursue the creation of all these types of trails adjacent to this River resource.

In addition, a comprehensive system of bike, equestrian and pedestrian trails needs to be implemented throughout the City in order to access regional trails, Town Center, Fanita Ranch, schools, parks and other important areas of congregation within Santee. At least one major north-south and east-west trails link should be established in Santee. All other routes would be secondary to this. The east-west link

BIKE TRAILS

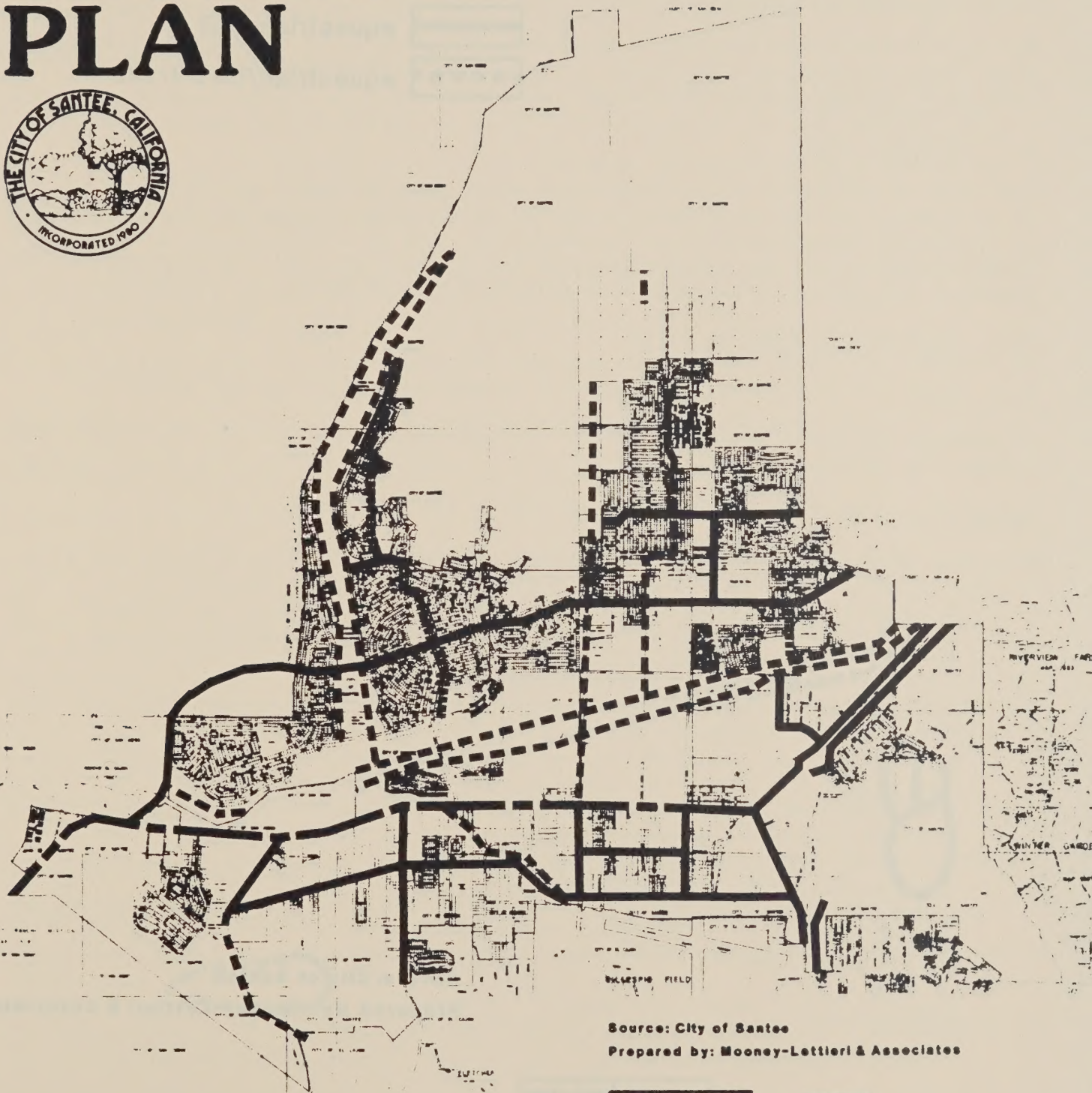


Source: City of Santee

Prepared by: Mooney-Lettieri & Associates

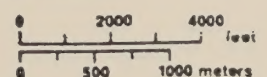
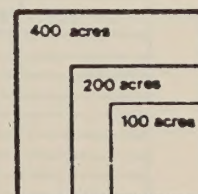
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CITY OF SANTEE GENERAL PLAN

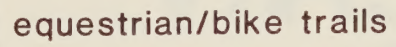
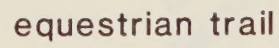


Source: City of Santee

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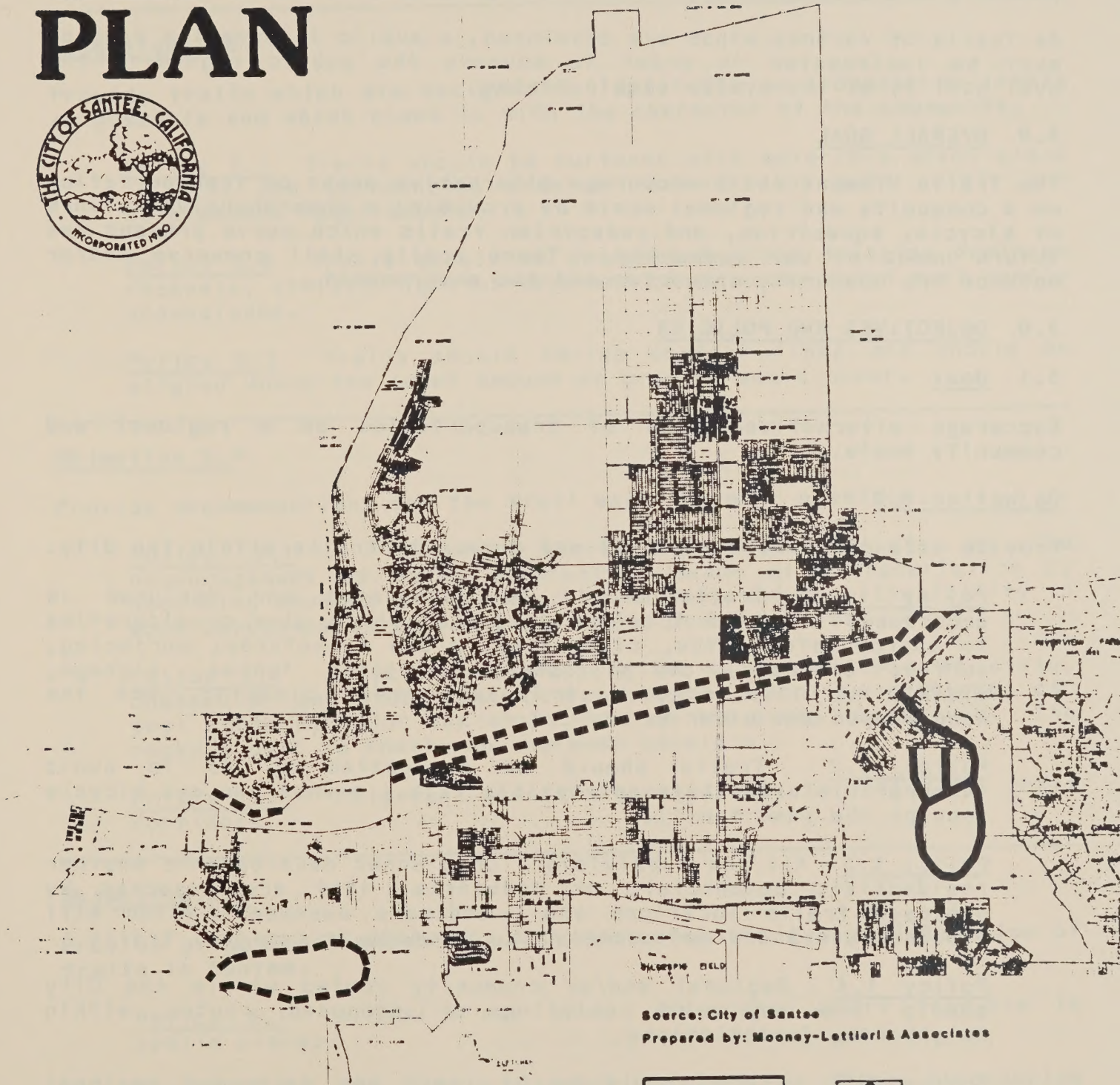
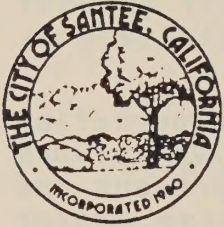
EQUESTRIAN TRAILS



Prepared by: Mooney-Lettieri & Associates

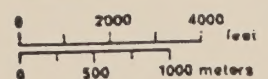
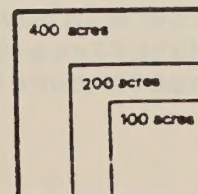
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CITY OF SANTEE GENERAL PLAN



Source: City of Santee

Prepared by: Mooney-Lettieri & Associates



should pass through Town Center, along the San Diego River and preferably continue along the River both to the west and east of Town Center. This concept is generally consistent with the County of San Diego's San Diego River Corridor Plan. The north-south link should pass through Fanita Ranch, Town Center and south to the Santee - El Cajon city boundary by the safest and most efficient means possible, probably either Cuyamaca Street or along Forester Creek.

As trails of various kinds are developed, a public information program must be implemented in order to educate the public regarding the availability of the system within Santee.

4.0 OVERALL GOAL

The Trails Element shall encourage alternative means of transportation on a community and regional scale by providing a comprehensive network of bicycle, equestrian, and pedestrian trails which serve present and future needs of our community. These trails shall preserve and/or enhance the community character and the environment.

5.0 OBJECTIVES AND POLICIES

5.1 Goal

Encourage alternative means of transportation on a regional and community scale.

Objective 1.0

Provide safe and viable regional and community trails within the City.

Policy 1.1 Trails should be designated and designed in accordance with the "Design Standards" which give consideration to appropriate widths, clearances, grade curvatures, surfacing, surface drainage, design speed, barriers, fences, signage, visibility, intersections, bridges, street cleaning, and the handicapped and elderly.

Policy 1.2 Trails should be designated so as to avoid incompatible uses wherever possible (i.e., equestrian and bicycle uses on the same trail).

Policy 1.3 All new subdivisions or planned developments whether residential, commercial, or industrial that are impacted by proposed trails locations shall dedicate easements which will provide safe and direct access to community or regional trails.

Policy 1.4 Regional and/or community routes within the City should link up with existing or proposed routes within neighboring jurisdictions.

Policy 1.5 There should be at least one east-west regional corridor extending from San Diego through Town Center to Lakeside and one north-south corridor extending from El Cajon through Town

Center north to Fanita Ranch. The corridors should provide for equestrian, pedestrian, and bicycle use.

Policy 1.6 Trails should link focal points of the City such as Town Center, Fanita Ranch, work areas, schools, living areas, parks and open space, and the San Diego River.

Objective 2.0

Provide trails which are designed to impact the environment as little as possible and which blend in with the character of the community.

Policy 2.1 Trails should be surfaced with materials which blend in with the surrounding area while complying with safety and maintenance requirements.

Policy 2.2 Trails should be designated along existing drainage channels, utility right-of-ways and other areas which must remain undeveloped.

Policy 2.3 Trails should follow contour lines and should be aligned where the least amount of grading would occur.

Objective 3.0

Provide accommodations for the trail user wherever possible.

Policy 3.1 Places of work should participate in the encouragement of using alternative means of transportation by providing showers and lockers, if needed, and some flexibility in work schedules which coordinate with bus schedules.

Policy 3.2 Bicycle racks should be made available at civic, commercial and industrial centers, parks, trolley stations, car pool centers, major bus stops, and on the buses themselves. The racks should be sheltered wherever possible.

Policy 3.3 Signage should be utilized to identify trail corridors.

Objective 4.0

Provide promotional material which indicates the type and location of trails in Santee.

Policy 4.1 A trails map should be posted where feasible in public places.

Policy 4.2 The Trails Element as well as other informative material should be available to the public free or for a small fee.

Policy 4.3 As routes are implemented, their availability and use should be encouraged through the media.

5.2 Bicycle Trails Goal

Designate the location and the appropriate type of bicycle trail which would have the greatest potential to serve the community.

Objective 1.0

To provide trails which are safe.

Policy 1.1 The determination of the appropriate type of trail should primarily be based upon safety requirements. There are three classifications of bike trails:

1. Bicycle paths are the safest type of bicycle trail and should, therefore, be utilized as much as possible for regional and community trails, but not for those designated on small local streets where traffic volume is minimal.
2. Bicycle lanes with berms are the second most safe type of bicycle trail. These should be utilized as necessary links to bicycle paths or local routes where paths are not feasible.
3. Bicycle lanes without berms are the least safe type of bicycle trail. They should be utilized as a last priority for necessary links or in the interim prior to the implementation of bicycle paths and they should be striped wherever possible.

Policy 1.2 Trails should be designed to facilitate bicycle riding by incorporating standards which would reduce slopes, sharp curves, and interference with vegetation, pedestrians, and traffic.

Policy 1.3 Bicycle paths should be incorporated into the design of community land use plans and in parks and open space as specified in the General Plan.

Policy 1.4 Encourage facilities such as lighting, benches, bathrooms and drinking fountains along trails where it is appropriate.

5.3 Equestrian and Pedestrian Trails Goal

Designate the location of the appropriate type of pedestrian and equestrian trails, which would have the greatest potential to serve the needs of the community.

Objective 1.0

Provide trails which are viable routes within the community.

Policy 1.1 It should be recognized that in areas where equestrian trails extend into the street for crossing, pedestrians will also be utilizing these designated areas.

Policy 1.2 It should be recognized that equestrian trails will end in areas where horses are allowed or where there are hitching posts.

Policy 1.3 Equestrian trails should be located as close as possible to horse stables and clubs.

Policy 1.4 Trails should be designed in loops to prevent having to repeat the same route.

Objective 2.0

Provide trails which are safe.

Policy 2.1 The determination of appropriate type of trails should primarily be based on safety requirements.

Policy 2.2 Pedestrian and equestrian trails should be separated from the street. Only when absolutely necessary should riding trails be designated on streets.

Policy 2.3 Switchbacks should be utilized in areas of steep terrain.

6.0 IMPLEMENTATION

6.1 Purpose

The successful outcome of the Trails Element depends heavily upon its implementation. In order to ensure implementation, certain issues need to be addressed.

The two most common problems regarding planning for a trail system are:

Where are they going to go?

-and-

Who is going to pay for them?

These basic question are addressed under the following sections, as are trail priority, design standards and public information.

6.2 Routes

6.2.1 Trail Priority

In order to focus energies effectively, the implementation of trails should be directly related to the growth and needs of the community. In the Trails Element, trails are identified as either "high priority" or "moderate priority". High priority trails should be implemented within the next five years (1990), after which, moderate trails would then take a "high priority" and be implemented within the following five to ten years (1995 - 2000).

While setting objectives within time frames is important, the classifications are not binding. And, while regional trails should maintain a high priority, the implementation of the community and local trails may greatly depend on the level of private development activity. As funding becomes available, more detailed analysis will be done to determine if a given route is, in fact, feasible at that time. This more detailed level of analysis may eventually alter various trail priorities. Therefore, the trail priorities are set here as guidelines for the City, not requirements.

This is also true with the recommended classifications of each proposed trail. It should be assumed that if a given class of trail is not possible on a particular route, or a portion of a particular route, the next most desirable type of trail should be developed.

On Major Streets, Collector Streets and Industrial Streets within Santee, there is enough right-of-way for four lanes of traffic (two lanes on Industrial streets) and either on-street parking or bicycle lanes, but not both. Therefore, prior to funding and implementation of a bicycle lane (Class II trail), a decision must be made by the City as to whether on-street parking or bicycle lanes are of a greater priority on a given street. Where additional right-of-way is available, both on-street parking and bicycle lanes (Class II) or paths (Class I) could coexist, if desired.

In the future, there may be some Major Streets (i.e., Mission Gorge Road, Cuyamaca Street) which will be expanded to six lanes of traffic. Under such circumstances, neither on-street parking nor bicycle lanes could exist, unless additional right-of-way were attained.

6.2.2 Bicycle Trails

High Priority

1. San Diego River Route

The San Diego River route serves as an open space linear corridor which extends from the City of San Diego to Lakeside. Bisecting the City, the route functions as a primary east-west regional corridor which includes a bicycle path along both sides of the River. Not only does the route serve as a regional link, it also provides direct

access within the City between focal points such as Town Center, the Industrial Park, Mast Park, and Santee Lakes. It also provides useful links between routes which run north and south.

Class

It is recommended that the route serve as a Class I trail (bike path).

2. Cuyamaca Street Route

Providing a primary north-south regional corridor, the Cuyamaca Street route begins in El Cajon and extends north to link Town Center and Fanita Ranch. Bisecting the City, the route has a high degree of accessibility and links up to the San Diego River route.

Class

It is recommended that the route function as a Class I trail (bike path) from Fanita Ranch south to Mission Gorge Road on Cuyamaca Street. From Mission Gorge Road south to the City of El Cajon, the route should be a Class II trail (bike lane) on both sides of the street.

3. Woodglen Creek Route

This route provides the residents in the northeastern part of the City safe and direct access to Town Center. It follows the right-of-way of Woodglen Creek drainage channel from Princess Joann Road, south to Mast Boulevard and then opens out into Town Center. The route passes through Woodglen Park.

Class

It is recommended that the route be a Class I trail (bike path) and that a bicycle bridge be considered over Mast Boulevard.

4. Fanita Parkway

Connecting Fanita Ranch to the San Diego River, the route utilizes Fanita Parkway.

Class

It is recommended that the route serve as a Class I trail (bike path).

5. Forester Creek Route

This route begins on Mission Gorge Road and crosses southeasterly to Cuyamaca Street via the Forester Creek right-of-way. It offers a safe and more direct route than City streets by eliminating the need to go on surface streets.

Class

It is recommended that the route serve as a Class I trail (bike path).

6. Industrial Park Route

This route serves as a useful link between Woodside Avenue and the San Diego River route. The route begins on Hartley Road, at North Woodside Avenue, and links up to the River at the end of Abraham Way.

Class

It is recommended that the route serve as a Class II trail (bike lane).

7. Mast Boulevard

This route extends from Lakeside to Mission Gorge Road. It offers a northerly route extending east-west across the City.

Class

It is recommended that this route serve as a Class II trail (bike lane).

8. Mission Gorge - Woodside

This route begins at Lakeside and extends all the way to the City of San Diego along South Woodside Avenue, North Woodside Avenue and Mission Gorge Road.

Class

It is recommended that this route serve as a Class II trail (bike lane) between Lakeside and Magnolia Avenue, and serve as a Class I trail (bike path) wherever possible between Magnolia and the City of San Diego. In those areas where Class I is not feasible, it is recommended that Class II be utilized.

Moderate Priority

1. Graves Avenue Route

This route extends from Pepper Drive to Prospect Avenue along Graves Avenue.

Class

It is recommended that this route serve as a Class II trail (bike lane).

2. Magnolia Avenue Route

This route begins at the southerly City limit and continues north to Mission Gorge Road. It begins again at Mast and continues North to El Nopal.

Class

It is recommended that this route serve as a Class II trail (bike lane).

3. Mesa Road Route

This route begins at Mission Gorge Road and extends to the southerly City limit.

Class

It is recommended that this route serve as a Class II trail (bike lane) from Mission Gorge Road to Prospect Avenue and a Class I trail (bike path) from Prospect Avenue to the southerly City limit.

4. Prospect Avenue Route

This route extends from Magnolia Avenue to Mesa Road along Prospect Avenue.

Class

It is recommended that this route serve as a Class II trail (bike lane).

5. Carlton Oaks Drive Route

This route extends from Mast Boulevard to Pike Road along Carlton Oaks Drive.

Class

It is recommended that this route serve as a Class II trail (bike lane).

6. Carlton Hills Alternate Route

The purpose of this route is to serve as an alternative to the Fanita Parkway route. Thus, the alternate route also serves to link Fanita Ranch to Town Center. It is an extensive route which links numerous neighborhoods in the Carlton Hills area.

This route begins on Strathmore Drive and extends south to Ganley Road, east to Settle Road, south to Lake Canyon Road, east to Carlton Hills Boulevard, south to Domer Road, continuing south on Pike Road to Carlton Oaks Drive, west to Carlton Hills Boulevard and south to Mast Park, which will connect to Town Center.

Class

It is recommended that this route serve as a Class III trail (bike route) except where it already exists as a Class II trail (bike lane) on Carlton Hills Boulevard and possibly at a future date on Lake Canyon Road.

7. Lake Canyon Road Route

This route extends from Fanita Parkway to Carlton Hills Boulevard along Lake Canyon Road.

Class

It is recommended that this route serve as a Class II trail (bike lane).

8. Fanita Drive Route

This route extends from the southerly City limits to Mission Gorge Road.

Class

It is recommended that this route serve as a Class II trail (bike lane).

9. Buena Vista/Cottonwood Route

This route would extend along Buena Vista Avenue from Cuyamaca Street to Cottonwood Avenue and along Cottonwood Avenue from Mission Gorge Road to Prospect Avenue.

Class

It is recommended that this route serve as a Class II trail (bike lane).

10. Jeremy Street Route

This route is intended to connect the neighborhoods in the northeastern part of the City to Hillcreek Elementary School and the San Diego River.

This route extends along Jeremy Street from Mast Boulevard to the San Diego River.

Class

It is recommended that this route serve as a Class III trail (bike route).

11. El Nopal Route

This route extends along El Nopal from the easterly City limit to Magnolia Avenue and south on Magnolia Avenue to Mast Boulevard.

Class

It is recommended that this route serve as a Class II trail (bike lane).

6.2.3 Equestrian Trails

Equestrian trails are considerably more difficult to locate within an urbanized area than are bicycle trails, primarily because horses are normally not compatible with automobiles. Also, equestrian trails need a specific starting point and ending point, and these points must have some type of facilities for horses.

Due to these constraints, there are a limited number of equestrian trails proposed for the more urbanized portion of Santee and even these routes will need further feasibility studies. The two primary areas which are suitable for an equestrian trail system are along the San Diego River and within the Fanita Ranch.

High Priority

1. San Diego River Route

The San Diego River route serves as an open space linear corridor which extends from the City of San Diego to Lakeside. Bisecting the City, the route functions as a primary east-west regional corridor which includes a bicycle path along both sides of the River. Not only does the route serve as a regional link, it also provides direct access within the City between focal points such as Town Center and Mast Park.

2. Fanita Parkway - Santee Lakes Route

This route serves as a primary north-south link from the Fanita Ranch to the San Diego River. There are two alternative routes. The first route is adjacent to Fanita Parkway south to the River, through the Carlton Oaks Country Club.

The second, more preferable route, is through the Santee Lakes Recreation Area and then through the Carlton Oaks Country Club to the River.

Moderate Priority

1. Rattlesnake Mountain Loop

This would serve as a loop trail around Rattlesnake Mountain and extend into the residential areas below. It also has the future potential to link up with regional trails along the San Diego River via Northcote.

2. Mesa Road - Mission Trails Route

This route would be a loop system on either side of Mesa Road, south of Prospect Avenue, which has the potential to a future trail system within the Mission Trails Regional Park. Future consideration is to extend the route north, adjacent to the west side of Mesa Road, across Mission Gorge Road, linking with the San Diego River.

6.2.4 Future Considerations - Town Center and Fanita Ranch

The Town Center and the Fanita Ranch will both contain extensive trail systems for equestrian, bicycle and pedestrian users. Except for routes along the San Diego River and Cuyamaca Street, no trails are proposed in this Element for either Town Center or Fanita Ranch. Both of these areas will be master planned through the Specific Plan process and it is intended that when these Plans are adopted, they will contain their own trails systems which will be consistent with that of the rest of the City. The Trails Element may be amended at the time of Specific Plan adoption to reflect the added trails within the Town Center and Fanita Ranch.

6.3 Trail Rights-of-Way

There are two basic ways for the City to attain trail rights-of-way. First, and most preferably, the City may require, as a condition of development, easements or dedications for trails. Secondly, the City may purchase fee title land for trails from private property owners. The first alternative is preferable because the City can attain right-of-way without cost and can even require the private developer to improve the portion of the trail system on his property.

6.4 Costs

There are three primary types of costs associated with trails: feasibility study costs, implementation costs, and maintenance costs. A feasibility study is particularly important when there are a number of opportunities and/or constraints associated with a trail under consideration. Implementation includes, but is not limited to, the acquisition of the land, the construction of the trail, and the provisions of equipment which accommodates the trail user such as bicycle racks or hitching posts for horses.

Feasibility Study Costs

Depending on the complexity of the designated trail, the costs associated with the feasibility study may vary from almost nothing to thousands of dollars. The costs are related to City staff time or consultant time spent researching ownership, safety, environmental constraints, and design standards.

Implementation Costs

Some of the trails have been designated on privately owned vacant land. In these areas, the City would not normally need to acquire the land. The construction costs would be assumed by the property owner or the developer upon development of the property. (See Section 6.3 - Trail Rights-of-Way)

The City would need to pay for implementation costs where trails are designated on: 1) public property or utility and drainage easements, 2) private property which is already developed, 3) undeveloped private property which is unlikely to ever be developed, and 4) undeveloped private property which is unlikely to be developed within the time frame the City wishes to implement a specific trail.

Maintenance Costs

Maintenance costs will vary depending on the location and type of trail. Maintenance includes clean up, resurfacing, and structural repairs. The costs of clean up may be kept to a minimum by using available man power such as youth organizations, service clubs, school groups, California Conversation Corps, and court referrals.

While man power may be available at a low cost, costs are also attached to the supervision of the work. The maintenance of the trails will normally be the responsibility of the City. The costs will be paid for by the City and possibly partially covered by maintenance assessment districts.

6.5 Funding

Apart from requiring property owners to construct trails at the time of development of their property, there are at least nine sources of possible funding available for bicycle trails and five sources for hiking and riding trails. The City should actively pursue all these funding sources for the timely implementation of a City-wide trails system.

Bicycle Trails

The Design and Construction of Regional Trails

- Transportation Development Act (TDA) - Funds coordinated through San Diego Association of Governments
- Federal Aid Urban and Bike Lane Accounts - Funds through CALTRANS

The Design and Construction of Commuter Oriented Trails

- The Federal Highways Program
- The Department of Housing and Urban Development
- The Department of Energy

Safety

- The Department of Health, Education, and Welfare
- The National Highway Traffic Safety Administration

Recreational Bikeways

- The Department of Interior's Lands and Water Conservation Program
- Department of Agriculture's Resources Conservation and Development Program

Horse Trails

- Land and Water Conservation Funds
- Park land Dedication Fees
- Head Tax on Pleasure Horses
- Maintenance Assessment Districts
- Grants
- Volunteer Labor Parties

In addition to these sources of funding, tax increment monies from the City's Redevelopment Agency may also be available for use.

6.6 Public Information

As a comprehensive trails system is developed in Santee, providing the public with information about the system is of prime importance in insuring the most effective use of the system. The following are guidelines to implement a public information program:

1. Use of the City Newsletter to publicize the trails system.
2. Post information regarding the system (maps, etc.) at all schools, parks and other points of congregation throughout the City.
3. Encourage the local media to spotlight the developing trails system within Santee.
4. Sponsor bike rallies, mini-marathons, and equestrian events throughout the City utilizing the trails system.

6.7 Design Standards

The Director of Planning and Community Development shall prepare a Trails Design Manual which will specify specific development standards and design criteria for the comprehensive trail system as described within the Trails Element.

RESOURCE MANAGEMENT

**CONSERVATION ELEMENT
OPEN SPACE ELEMENT**

CONSERVATION ELEMENT

1.0 INTRODUCTION

1.1 Summary

The City of Santee, which is currently in a transitional stage of growth, from a predominantly rural setting to an urbanizing community, still has an abundance of largely undeveloped land and valuable natural resources. Santee's unique environment affords the City the opportunity to encourage development while at the same time promoting the wise management of resources for the benefit of the citizens of Santee.

1.2 Purpose

The purpose of the Conservation Element is to identify the community's natural and man-made resources and to encourage their wise management in order to assure their continued availability for use, appreciation, and enjoyment.

The Conservation Element is designed to develop policies and implementation programs which will encourage the conservation and proper management of all identified natural resources within the City.

1.3 Authorization

Government Code Section 65302(d) mandates each city and county in California to adopt a Conservation Element which is intended to provide direction for the conservation, development, and utilization of resources, including water and its hydraulic forces, forests, soils, rivers and other waters, plant and animal life, minerals and other resources where applicable.

2.0 EXISTING CONDITIONS

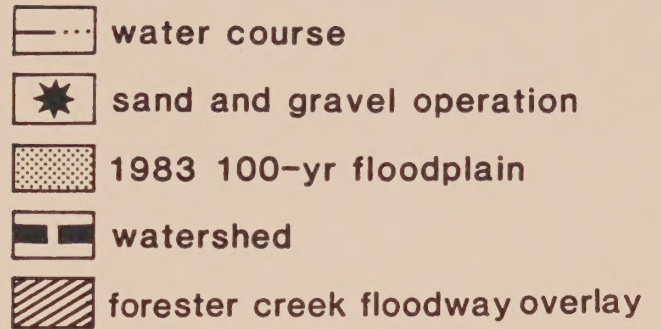
2.1 Water Resources

2.1.1 Watersheds and Hydrology

The water in Santee's waterways comes primarily from three sources: surface runoff, groundwater from aquifers, and reclaimed water from Padre Dam Municipal Water District's treatment plant and Santee Lakes reclamation area.

The City of Santee has five waterways shown on Figure 15 including: the San Diego River and its tributaries, Forester Creek, Sycamore Creek, a creek running approximately parallel to Fanita Drive, and a creek running approximately parallel to Big Rock Road. All of the creeks have their own watersheds in addition to lying within the larger San Diego River watershed.

HYDROLOGY

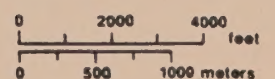
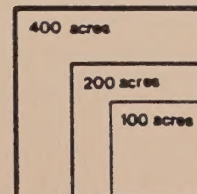
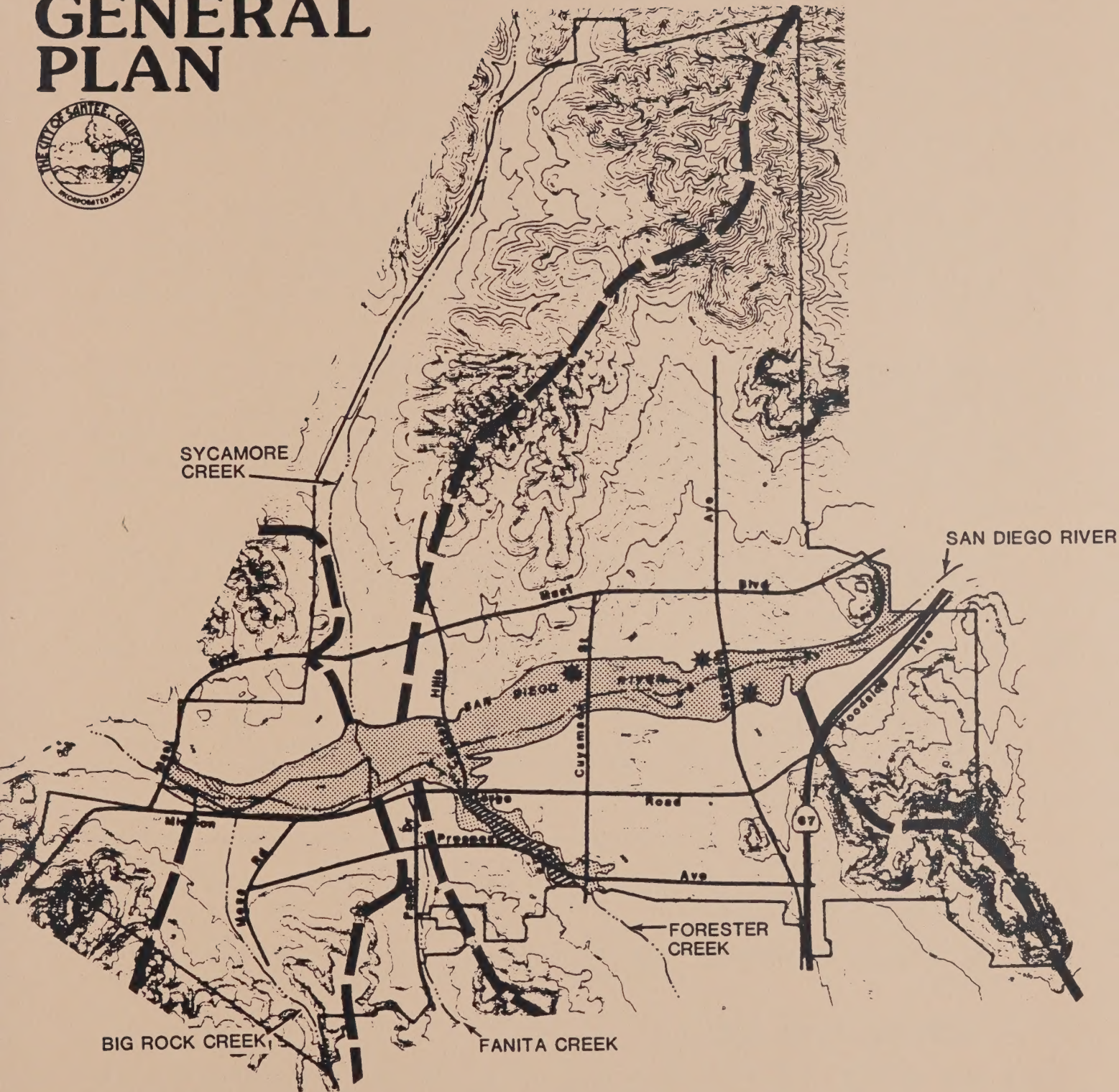


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CITY OF SANTEE GENERAL PLAN



In terms of watersheds, Forester Creek drains the runoff from the north facing slopes of hills within the City of El Cajon. Sycamore Creek drains the runoff from Sycamore Canyon and from Carlton Hills, and the creeks running parallel to Fanita Drive and Big Rock Road drain the runoff from Cowles Mountain and Fanita Hills located within the City of El Cajon.

All of these watersheds empty into the San Diego River, which flows westward into the Pacific Ocean.

Although none of these waterways have been fully channeled, portions of the San Diego River and Forester Creek have been partially improved with earthen and rip-rapped banks to mitigate potential flood hazards. Even with these flood control measures, portions of Santee would be inundated by a 100 year flood event as shown on the Hydrology Map, Figure 15.

In August, 1983, the County of San Diego completed a Conceptual Master Plan for that portion of the San Diego River between El Capitan Dam and Old Mission Dam. The plan includes a conceptual land use plan, and policy recommendations for land use, flood control, sand extraction, circulation, utility-infrastructure, and parks, recreation and open-space. The Plan recommendations relevant to the City include:

- 1) The maintenance of the Forester Creek channel in its present location in order to preserve existing high quality riparian vegetation.
- 2) The implementation of a "Live Stream Project" for the San Diego River, discussed later on in this Element.
- 3) The support of San Diego County's policy for the Edgemoor property, which includes the development of lakes, a regional river park, a local park and recreation center, sites for civic and commercial uses and other private development.
- 4) The excavation of a natural-style channel and lakes on the Edgemoor property, and the re-establishment of riparian vegetation along the segment of the river within the western portion of the property.
- 5) The discontinuance of sand mining west of the Magnolia Avenue bridge.

2.1.2 Domestic Water Supply

There are several agencies that administer and control domestic water flow and its quality within Santee. The vast majority of Santee residents receive their water from the Padre Dam Municipal Water District. The Padre Dam Municipal Water District contracts with the Helix Irrigation District and the San Diego County Water Authority for its water. The San Diego County Water Authority is one of 27 member agencies in the Metropolitan Water District (MWD), which is

responsible for importing and distributing water from the Colorado River and northern California to its member agencies.

At this time, the supply of water from the Padre Dam Municipal Water District is adequate to meet the demands within the City of Santee. However, the high rate of population growth anticipated within Santee in conjunction with regional growth anticipated will likely result in a locally significant increase in the demand for water. It is contingent upon the local jurisdictions to practice water conservation, in view of the fact that the MWD supplies of water will likely be reduced in the future associated with: 1) the advent of the Central Arizona Project which will reduce MWD supplies of Colorado River water by roughly 50 percent; 2) the reduction of water supplies from northern California as additional supplies are needed in the areas of origin; and finally, 3) the recent defeat of the proposed Peripheral Canal.

Conservation measures which can be undertaken within Santee today include: the use of reclaimed water for irrigation of parks and greenbelt areas, and the use of small tank toilets and low volume shower heads to reduce total water demands. Currently, the City of Santee has within its borders a successful water reclamation project as discussed below.

2.1.3 Water Reclamation

The Padre Dam Municipal Water District has been operating a world-renowned, wastewater reclamation project at the Santee Lakes Recreation Area since January, 1968. This wastewater reclamation project includes a plant which processes and treats approximately one million gallons of sewage per day. After plant processing, the treated water is filtered through sand and gravel before flowing by gravity into the man-made Santee Lakes. Upon completion of the trip through all seven lakes, the reclaimed water may be used for irrigation and industrial applications. The one million gallons of reclaimed water which is generated per day is currently utilized within the lakes and for irrigation of the surrounding Santee Recreational Lakes park land.

Padre Dam Municipal Water District regularly sends Santee Lake water samples to the Regional Water Control Board and the State Health Department. The Regional Water Quality Control Board checks the nutrient content and enforces the Federal standards. The State Health Department monitors the water for bacteria.

The seven Santee Lakes, located within a dry streambed of Sycamore Canyon, and associated park land are regarded as a major visual and recreational feature within the City. Recreational pursuits provided at this regional park include: boating, fishing, camping, picnicking and other forms of outdoor recreation.

The San Diego Regional Water Reclamation Agency was established in 1977, consisting of the County of San Diego, the Cities of San Diego and Carlsbad, and nine special sewer and/or water districts and the

County Water Authority. The County represented 13 sanitation districts. The overall goal of the agency is to initiate programs in search of means to reclaim wastewater as a beneficial supplement to the imported water supply of the San Diego region. After extensive review of potential uses of reclaimed water and new technologies for the production and use of reclaimed water, the Agency has decided to pursue two closely related programs. The first program is in the area of low energy advanced biological treatment for the production of reclaimed water. The second program is the development of live stream management techniques as discussed below.

The San Diego Regional Water Reclamation Agency selected the San Diego River for the proposed demonstration of what is known as the "live stream concept." The concept envisions the establishment and maintenance of lush vegetation and managed riparian habitat that is sustained by reclaimed water. The live stream project begins at the Padre Dam Municipal Water District reclamation facility in Sycamore Canyon and extends downriver to the Pacific Ocean, a distance of about 20 miles. The project was endorsed by the San Diego Association of Government's Board of Directors in the Comprehensive Plan for the San Diego Region Areawide Water Quality Management Plan, San Diego-Riverside Designated Area.

2.2 Land Resources

2.2.1 Landforms

Two distinctive areas of geomorphology exist within the City of Santee including: the coastal plain of the Coastal Province, and the foothills of the Peninsular Range Province. The narrow coastal plain, which is dominated by marine terraces or mesas and dissected by the San Diego River, occupies the majority of the City. Within the southeastern corner of the City is located the foothills of the Peninsular Range, which can be described as a giant westerly-tilted fault block created from a series of earth movements.

2.2.2 Geology

The geology and subsurface formations of Santee include Eocene Age sediments of the Friars Formation and Stadium Conglomerate, which comprise the marine terraces of the coastal plain landform. These sediments are generally underlain by granitic rock, which comprises the primary subsurface formation of the Peninsular Range. The rock strata underlying Santee was created as a result of the compaction of various rock sediments over thousands of years, thus its sedimentary designation. Alluvium and colluvium surficial deposits occur in the drainage bottoms and lower slopes within the City.

2.2.3 Soils

The soils found along the San Diego River within Santee are generally highly fertile, whereas, those soils found further north and south are relatively infertile. The soils along the San Diego River are predominantly loamy fine sands and clay loams. Those located within

the foothills of the Peninsular Range are sandy loams and loamy coarse sands. As discussed within the Seismic Safety Element, those soils associated with the Friars Formation and those soils located within valley and drainage bottoms are susceptible to erosion or other more significant forms of earth movement (landslides).

2.2.4 Mineral Resources

Valuable sand, gravel and crushed rock resources which are extremely important to the construction industry are located within the City.

Known collectively as aggregate, these commodities provide bulk and strength to concrete, cement, oil-based road mix, and plaster or stucco products. They provide between 80 and 100 percent of the material volume in road bases, sub-bases, and as fill for construction of homes and businesses. River (or alluvial) sand and gravel is preferred to crushed stone for aggregate because the naturally fragmented and rounded material is less expensive to quarry and because a wet mix made with rounded particles of alluvial sand and gravel has better workability than one made with angular particles.

The portion of the upper San Diego River, which flows through Santee and Lakeside, contains approximately 23 percent of the available construction sand reserves of the metropolitan San Diego market area. San Diego River sand is of high enough quality to be competitive with other sources in the County. It is essentially free of undesirable reactive substances; it generally contains 50 to 85 percent desirable concrete sand; and it rarely has more than 30 percent fine mining wastes. The depth of the best deposits vary from 10 feet to 60 feet, although industry sources report pockets of deeper deposits.

Location of Mineral Resources in Santee

The State's mineral classification study (Special Report 153) uses the term "Mineral Resource Zone" (MRZ) to describe the potential for mineral resources in an area. Santee has land designated in two categories: MRZ-2 and MRZ-3. MRZ-2 designates areas where adequate information indicated that significant mineral deposits were present or where it was judged that a high likelihood for their presence existed. MRZ-3 areas are those containing mineral deposits whose significance cannot be evaluated from available data. This classification also includes areas where both acceptable and unacceptable quality material are intermixed, usually in layers.

In Santee, the areas designated in the MRZ-2 zone are primarily along the floodplain of the San Diego River and on hills underlain by Cretaceous granitic rocks. These hills are located north of the existing development in Carlton Hills, south of the existing development along Prospect Avenue between Mesa Road and Fanita Drive, and north of the existing development at the north end of Magnolia. The remainder of Santee is designated MRZ-3. Obviously, in spite of the potential for mineral recovery from any MRZ area, consideration of economics, land use compatibility and environmental protection are at least as important as mineral quality when deciding on the appropriateness of mining in a particular area.

Locations of Aggregate Mining Operations

Santee is one of the five jurisdictions in San Diego County having mines with alluvial sand deposits that meet the quality specifications for concrete aggregate. Santee has five aggregate mining operations: Martin-Cuyamaca, Industrial Asphalt, RCP - Pit #1, RCP - Pit #2, and RCP - Pit #3. The general locations of these are shown on Figure 15.

The south and west-facing slopes of a hillside north of the northern end of Magnolia were previously used as a rock quarry to provide riprap for San Vicente Reservoir. However, this quarry has not been used of several years and would require a Major Use Permit to be reactivated.

Existing as well as proposed new mining operations are subject to regulations for health, safety, land use and environmental compatibility by local, regional, state and federal agencies. These regulations are described within the Implementation Section later in this Element.

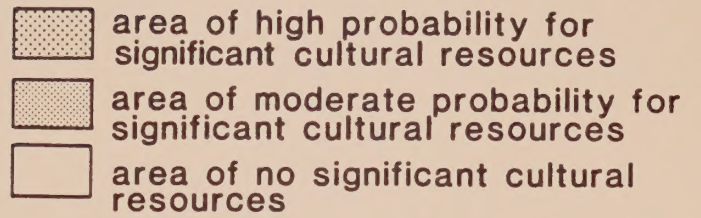
2.2.5 Archaeological and Cultural Resources

Many prehistoric sites of Native American Camps have been recorded in Santee, (Figure 16), with the majority of these being located along or near the San Diego River, Forester Creek and Sycamore Creek. Other areas of Santee which contain known significant resources or lands of projected resource potential include: Mission Trails Regional Park, the area south of Mission Gorge Road/Woodside Avenue between Fanita Drive and SR67, the Sky Ranch Area, and North Magnolia Avenue, including the land bounded by Fanita Ranch on the west and north, the City limits on the east and residential subdivisions centered around Magnolia Avenue on the south.

At present, a total of 35 prehistoric sites are known to occur within the Santee City limits based on a review of official records. Of this number, approximately 20 percent have probably been destroyed and some 50 percent are relatively insignificant resources; however, as a complete survey inventory has not been conducted, additional sites can be anticipated. The types of sites within the City range from a small milling station and isolated artifact occurrences to major millages with substantial subsurface midden components. Most are of Late Prehistoric Tradition affiliation, though a few are described as of Early Archaic and Paleo-Indian antiquity.

Only three historic sites have been recorded within Santee representing but 10 percent of the total cultural resource inventory. Two of the sites date to the early 1930's and were recorded during a survey for proposed State Route (SR) 52. They include a historic trash site near Cuyamaca Street and Mission Gorge Road, and a depression era agricultural complex located in the eastern part of the City near Woodside Avenue. The third has not as yet been officially recorded with the regional office, having been identified by Wirth Associates last year. This site, the Edgemoor Farm Polo Barn, occurs

ARCHAEOLOGY

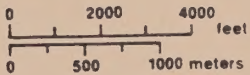
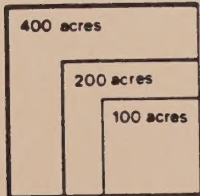


Source: Santee General Plan EIR

Prepared by: Mooney-Lettieri & Associates

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CITY OF SANTEE GENERAL PLAN



within the vicinity of Mission Gorge Road and Magnolia Avenue, an area described as potentially containing numerous historic archaeological remains.

2.3 Biological Resources

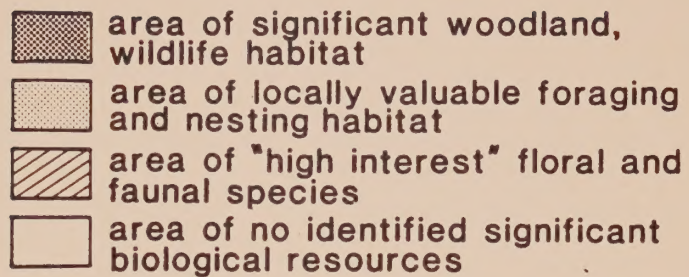
Although sensitive habitats occur within the City, the majority of natural biological resources have been disturbed by urban development and other human activities (i.e., grading, brushing and off-road vehicular use). The San Diego River corridor through Santee has been altered by high flood waters as well as human disturbances and improvements (i.e., sand extraction and flood). In general, native riparian/oak woodland and non-native/ruderal vegetation exists in the undeveloped drainages while chaparral and inland sage scrub dominate the upper slopes. The remaining areas have either been developed or support native and non-native grasses and ruderal shrubs.

Riparian/oak woodland vegetation is considered significant wildlife habitat, particularly for many bird species. This resource is declining rapidly in San Diego County and should be protected and enhanced in order to preserve the diverse native wildlife which it supports. In the City, this vegetation community is somewhat disturbed, and occurs in relatively small areas along the San Diego River and Sycamore Creek. Riparian and oak woodland vegetation are usually referred to as separate communities. However, neither vegetation type is well-developed within the project area; and therefore, are addressed together as woodland habitat. Freshwater aquatic vegetation is found around man-made ponds in Sycamore Canyon (associated with the water reclamation facility treatment ponds) and the San Diego River bed (associated with sand extraction). This freshwater habitat is considered valuable to wildlife particularly in combination with streamside woodlands. Chaparral and inland sage scrub communities occurring on large undeveloped acreages within the City also provide valuable wildlife habitat, though not as diverse as woodland and aquatic vegetation.

The primary habitats of concern, as mentioned previously, are woodland/aquatic and undisturbed chaparral/sage scrub vegetation communities. Five areas within the City of Santee remain relatively undisturbed by urban development and contain adequate resources to support "high interest" floral or fauna species listed within the Conservation Element Technical Appendix. These five areas are shown in Figure 17. and described below in relative order of their significance.

San Diego River. This corridor bisects the City from east to west, containing roughly 1,700 acres of natural and disturbed habitat for the sensitive Golden Eagle, Bell's Vireo, Grasshopper Sparrow, Loggerhead Shrike, Burrowing Owl, San Diego Ambrosia, San Diego Barrel Cactus, San Diego Golden Star, and San Diego Sunflower; as well as many other native floral and faunal species. Tributaries to the San Diego River (e.g., Sycamore and Forester Creek) are important complements to this habitat, whether or not they contain the valuable resources themselves. The tributaries can be considered as extensions

BIOLOGY

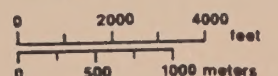
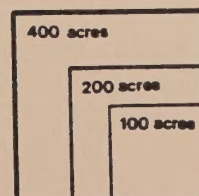


Source: Santee General Plan EIR

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CITY OF SANTEE GENERAL PLAN



of the river habitat as well as contributing to the water supply. Urban development has resulted in partial channelization (natural and man-made) of these drainages, thereby limiting habitat potential. Sand extraction in the central and eastern portion of the river has both disturbed (through mining) and enhanced (through ponding) valuable moist or aquatic habitat. The U. S. Fish and Wildlife Service has identified portions of the river basin as possible critical Bell's Vireo habitat; meaning preservation of the corridor is essential to maintaining the re-establishing populations of this depleted bird species (Greenwalt, 1980). In addition, the Golden Eagle has been known to forage in woodland and grassland (disturbed fields) areas of the river basin.

Sycamore Canyon. This drainage is the most biologically significant tributary to the San Diego River within the City of Santee. The man-made Santee Lakes and water treatment ponds along Sycamore Creek, which parallel the northwestern City boundary, provide important aquatic and woodland habitat for a variety of wildlife similar to the San Diego River. Santee Recreational Lakes are considered one of the more popular areas for bird watching in San Diego County. Significant resources identified in this area include the largest of the three known populations of the endangered Poway Mint, as well as the rare Rush-like Bristleweed. Woodland drainages and brush cover slopes also are identified as excellent wildlife habitat.

Fanita Ranch. This area occupies 2,370 acres of the northern one-quarter of the City, including portions of Sycamore Canyon. The steep ridges just north of existing development contain what is possibly the largest, most dense population of the sensitive San Diego Barrel Cactus that remains in the United States. Other resources identified are the rare Variegated Dudleya, and sensitive Mesa Clubmoss and San Diego Sunflower. Although much of this area is continually disturbed by unauthorized off-road vehicle activity, dumping and shooting, significant habitat also exists for several observed and expected sensitive reptile species. The biological survey conducted for the proposed Fanita Ranch development, found a raptor nest in the northcentral portion of this area (Westec, 1977). A number of raptors (i.e., White-tailed Kite, Red-tailed Hawk, Marsh Hawk and American Kestrel) may be expected to roost in the woodland drainages.

Mission Trails Regional Park. This undeveloped corner of the City contains portions of the steep slopes of Cowles Mountain, and an unnamed tributary drainage to the San Diego River. Significant biological resources are associated with the riparian woodland along the San Diego River. No sensitive resources have been identified on these slopes; however, this undisturbed open space is considered valuable to area wildlife and may contain sensitive plant populations.

Sky Ranch. This area is located in the southeast corner of the City, east of State Route (SR) 67, and encompasses approximately 450 acres. The steep ridgeline is almost entirely covered by coastal sage scrub with the sensitive San Diego Sunflower as one of the dominant brush species. An isolated occurrence of San Diego Barrel Cactus was identified in the southern-most portion during a 1980 biological

survey (Recon, 1980). Wildlife diversity is relatively low; however, the Black-tailed Gnatcatcher are declining in abundance. No other sensitive fauna species were observed or are expected to occur in this area, primarily due to its isolated location surrounded by intense urban development.

3.0 NEEDS

3.1 Hydrology

The natural watercourses within the City provide unique riparian habitat for various flora and fauna, as well as providing aesthetically appealing open space and passive recreational opportunities for the citizens of Santee. As such, the City needs to encourage the preparation or maintenance of adequate open space uses adjacent to these waterways. This would serve to reduce flood damage hazards, promote visual and recreational uses, and maintain utilization for wildlife habitats.

Flooding of the various watercourses within the City is regarded as a significant public safety hazard as described within the Public Safety Element. One means for reducing this potential hazard would involve either the designation of low intensity land uses (open space) adjacent to these waterways or structural flood control improvements to the various waterways where flooding already exists as a problem. In response to flood problems, all natural waterways within Santee need to be analyzed. Flood control solutions must emphasize the consideration of maintaining habitats and visual resources.

The mining of sand and gravel resources from water corridors has also contributed to increasing flood hazards in some areas and the destruction of river crossings, utility lines and other facilities. To assure that these flood impacts are reduced, the City needs to carefully review all proposed mining operations within water corridors, and require the mitigation of all identified impacts (i.e., flooding, bridge abatement scouring) where significant problems are anticipated.

Domestic Water

Shortages of water is one of the most pervasive of all problems facing Southern California in the near future as demands for water increase with the development of housing, commercial and industrial facilities.

The rate of population growth projected within the City in conjunction with the regional growth anticipated, will likely result in a locally significant increase in demand for water, thus placing an enormous burden on the common supplies of water for Santee and surrounding cities.

To assure that adequate water supplies are made available in the future, the City needs to coordinate closely with the Metropolitan Water District and the San Diego County Water Authority to support

supply planning efforts. Close watch should be kept on Colorado River water reductions and the proposed development of other water delivery systems. In addition, the City needs to utilize water conservation measures as development occurs and retrofit water systems.

3.3 Water Reclamation

One innovative water conservation method, currently being undertaken within the City, is the reclamation of wastewater to be utilized for recreational, industrial and irrigation purposes. Because water reclamation and conservation of domestic water encompasses questions of regional water allocation, the City needs to continue its current wastewater conservation efforts. As development occurs, the City should consider the expansion of water reclamation treatment facilities in the City.

In order to promote the benefits of wastewater reclamation, the City also needs to continue discussions with the San Diego Regional Water Reclamation Agency regarding the utilization of reclaimed wastewater for the development of the "live stream concept" along the San Diego River.

3.4 Landforms, Geology and Soils

The landforms, geology and soils play a significant role in the City of Santee, primarily with respect to the potential for landsliding, soil liquefaction and slope instability as discussed within the Seismic Safety Element. These potential problems create engineering constraints which affect foundation stability and general building safety. Those areas within the City susceptible to potential hazards include: those properties north of Carlton Hills Boulevard, on both sides of Fanita Drive along the south-central City boundary, along the San Diego River and the Sycamore Canyon Drainage Sub-Basin. In addition, there are other areas within the City with mountainous terrain, including: portions of the Fanita Ranch Area, Mission Trails Park and the Sky Ranch Area. Development within these areas needs to recognize these constraints and incorporate mitigation measures through careful grading and appropriate site planning in order to reduce hazards associated with these conditions.

3.5 Mineral Resources

The City of Santee includes a number of areas containing valuable mineral (primarily sand and gravel) resources, including: areas along the San Diego River, within hilly areas north of Carlton Hills, south of Prospect Avenue between Mesa Road and Fanita Drive, and north of the existing development at the north end of Magnolia Avenue. In view of the potential environmental and flooding problems associated with the mining of these resources, the City needs to carefully review and regulate all sand mining and mineral recovery proposals. This will ensure that flood hazards are reduced and environmental protection is provided for.

3.6 Biological and Archaeological Resources

Within the City of Santee, there are a number of identified significant and potentially significant biological and archaeological resources as shown on Figures 16 and 17. In order to ensure their consideration and preservation, where appropriate, as development is proposed, biological and archaeological surveys need to be undertaken, and mitigation measures proposed in accordance with the significance of the identified impact.

4.0 GOAL

The goal of the Conservation Element is to conserve natural and cultural resources.

5.0 OBJECTIVES AND POLICIES

Objective 1.0

Protect water corridors and other areas of unique topography or environmental significance to the greatest extent possible.

Policy 1.1 The City shall encourage the protection of the San Diego River Corridor and all other City water corridors in order to: reduce flood hazards, protect significant biological resources and to provide for passive recreational uses and scenic viewsheds.

Policy 1.2 The City shall encourage that significant natural landforms be maintained during development.

Policy 1.3 The City should pursue the development of a resource master plan for the San Diego River and the adjacent riparian corridor which takes into account data generated by other agencies.

Policy 1.4 To protect and wisely manage hillsides and topographic resources, the City shall use the following guidelines:

Percent Natural Slope

Guideline

Less than 10%	This is not a hillside condition. Conventional grading techniques* are acceptable.
10%-19.9%	Development with grading may occur in this zone, but existing landforms must retain their natural character. Padded building sites are permitted on these slopes, but contour grading, split level architectural prototypes, with stacking and clustering are expected.
20%-24.9%	Special hillside grading, architectural and site design techniques are required. Architectural prototypes are expected to conform to the natural landform and clustering shall be used.
Over 25%	Only limited grading** is expected and in certain cases grading may be prohibited. Development should not normally be approved within this area.

* Movement for redistribution of earth over large areas. However, disruption of the landform, drainage patterns, and on-site surface terrain and vegetation is discouraged and shall be avoided.

** The movement of earth for small projects such as custom lots, individual building foundations, driveways, local roads, utility excavation, etc.

Objective 2.0

Reduce flood hazards.

Policy 2.1 The City encourages the development of appropriate flood control measures to assure the safety of residents, which also prioritize maintenance of natural habitats and vegetation.

Policy 2.2 The City shall ensure that all development approvals within the Forester Creek Floodway Overlay, illustrated on Figure 15 Hydrology, are documented to be out of the floodway and encouraged to include a sensitive treatment of the creek system in an environmentally sound manner with an associated public access trails.

Objective 3.0

Maintain adequate domestic water supplies for all residents and uses within the City.

Policy 3.1 The City should encourage the use of drought-resistant vegetation and encourage the use of reclaimed water for irrigation.

Policy 3.2 The City shall encourage the continuation of the Live Stream Project and investigate the possibility of its expansion.

Policy 3.3 The City shall encourage the development and utilization of innovative water conservation measures in all proposed developments.

Objective 4.0

Reduce the amount of erosion of soil in the City.

Policy 4.1 The City shall require that appropriate soils and geologic surveys be completed for all proposed development, consistent with Seismic Safety Element policies and implementation measures.

Policy 4.2 The City shall require adequate grading and replanting to minimize erosion and prevent slippage of man-made slopes.

Objective 5.0

Conduct extraction of mineral deposits with a minimum amount of disturbance to adjacent properties.

Policy 5.1 The City shall require that all proposed mining operations are adequately reviewed during the project and environmental review processes to ensure the mitigation of all identified environmental impacts, especially water quality, habitat preservation and bridge undermining.

Objective 6.0

Reclaim all mined lands to usable conditions that are adaptable for alternative land uses.

Policy 6.1 The City shall require the planned reclamation of mined lands following extraction of mineral resources with consideration of the land's potential for recreational, wildlife habitat, and scenic uses as well as for residential, industrial or commercial development.

Objective 7.0

Preserve significant biological resources.

Policy 7.1 The City shall encourage the preservation and enhancement of significant biological resources in areas intended for permanent open space.

Policy 7.2 The City shall require that all development proposals provide adequate mitigation measures for identified significant biological resources, including selective preservation, replanting and/or sensitive site planning techniques.

Objective 8.0

Preserve significant cultural and archaeological resources.

Policy 8.1 Where feasible and practical, the City shall require either the preservation of identified archaeological sites or the professional retrieval of artifacts prior to the development of a site. Preservation may include various measures from retention as permanent open space to location within a development that is not covered with structures; the type of preservation would depend upon the nature and significance of the archaeological resource and the practical requirements of the proposed land use.

6.0 IMPLEMENTATION

Natural resources within the City are protected by existing federal, state, regional and local regulations and review procedures as discussed below. Following the description of these various regulations and review procedures are a number of implementation measures which can be utilized within the City to respond to the various needs described within this Element.

6.1 Federal Regulations

(1) The National Environmental Policy Act (NEPA) requires that any proposed project within the City of Santee receiving any federal funds must prepare an environmental assessment or analysis to determine whether the project could significantly impact the environment. If it is determined that there is a potential for significant adverse impact, an Environmental Impact Statement must be prepared which discusses the existing environment, potential impacts, and possible mitigation measures.

(2) Federal laws and guidelines that would protect cultural resources within the City include the Antiquities Act, the U. S. Historical Sites Act, and the U. S. Act for the Preservation of Historical and Archaeological Data.

(3) The U. S. Fish and Wildlife Service publishes a list of High Interest Faunal Species, as does the International Union for the Conservation of Natural Resources. These Federal Wildlife lists can be utilized by the City to identify significant floral and faunal species.

(4) The Water Pollution Control Act of 1972 gave the U. S. Environmental Protection Agency (EPA) the authority to set and enforce effluent limitations and performance standards for industries and publicly-owned waste treatment plants. The Santee Lakes Wastewater Reclamation Facility is regulated by this Agency.

6.2 State Regulations

(1) The California Environmental Quality Act (CEQA) requires that an Initial Study must be prepared for all proposed projects within the City requiring a discretionary approval to determine whether the project could have a significant environmental impact. If it is determined that there is a possibility of a significant adverse impact, a more extensive environmental impact report must be prepared which analyzes the existing environment, the potential impacts, and the potential mitigating measures. This process leads to early identification of natural and cultural resources and to the identification of measures that may protect the resource or at least lessen the potential impact.

(2) The State Water Resources Control Board is responsible for creating state policies on water quality control. These policies are administered by the San Diego Regional Water Quality Control

Board and ultimately provide water quality control regulations for local jurisdictions. The City of Santee is required by law to abide by these water quality regulations.

(3) The California Department of Fish and Game is responsible for reviewing all development proposals within the City which would require a major modification of any stream bed. It also publishes a list of High Interest Faunal species, which although only advisory in nature, does, however, recommend the preservation of the species on this list. The California Native Plant Society, a private, non-profit organization, also publishes such a list.

These lists can be utilized to identify and subsequently protect significant floral and faunal species within the City.

(4) The State Surface Mining and Reclamation Act of 1975 (SMARA) governs nearly all surface mining and land reclamation, and requires that the California State Mining and Geology Board adopt regulations which establish State policy for the reclamation of mined lands in accordance with the State SMARA. The Board has adopted the California Surface Mining and Reclamation Policies and Procedures and has also conducted a study of available mineral deposits in western San Diego County in accordance with the requirements of the SMARA.

The State Surface Mining and Reclamation Act requires that the City:

- 1) submit proposed mineral resource management policies to the California State Mining and Geology Board for review before adoption;
- 2) ensure that these proposed policies recognize mineral information classified by the State;
- 3) ensure that these policies emphasize the conservation and development of identified mineral deposits;
- 4) notify the State Geologist of the filing of any application for a permit to conduct surface mining operations; and
- 5) establish procedures for the review and approval of reclamation plans, and the issuance of permits to conduct surface mining operations.

6.3 Regional Regulations

(1) The San Diego Association of Governments (SANDAG) currently serves as the Areawide Water Quality Management Planning Agency. SANDAG has established management programs applicable to local jurisdictions, i.e., Santee, for:

- 1) controlling nonpoint sources of water pollution, and
- 2) wastewater reclamation.

In addition, SANDAG has adopted goals, objectives and policies to serve as guidelines by which to judge applications from local public agencies for Federal financial assistance for construction of sewage disposal systems, known as the A-95 Review Process.

(2) The County Health Department issues permits for all wells to be drilled and for all septic tanks to be installed within the County. The issuance of a septic tank permit requires:

- 1) that there be no sewer service within 200 feet of the project area,
- 2) that a percolation test be undertaken by a registered civil engineer,
- 3) adequate setbacks from waterways, drainages and aquifers as stipulated.

The issuance of a water well permit requires:

- 1) adequate setbacks from sewer mains and septic systems as stipulated,
- 2) a licensed well driller be utilized, and
- 3) a bacteriological analysis be undertaken by the County.

6.4 Local Regulations

(1) Resource extraction is regulated by the City primarily through the issuance of Major Use Permits and Grading Permits for each proposed mining operation. This procedure allows application of certain conditions of approval and can provide for the periodic review of the permit. Since each proposed operation is also subject to the Surface Mining and Reclamation Act of 1975 and the California Environmental Quality Act, the City oversees the preparation of a reclamation plan and appropriate environmental documents.

(2) The Zoning Ordinance designates which types of uses are considered appropriate in which areas and under what conditions certain uses may be considered appropriate. The City's project review and environmental review processes are designed to allow for early recognition of potential problems and to provide for potential solutions or mitigating measures so that resources may be conserved to the maximum extent feasible. The planned residential development concept allows a developer to propose conserving open space, natural or cultural resources while requesting a maximum allowed density by clustering development.

(3) The City's local Environmental Review Procedures, mandated by the California Environmental Quality Act of 1970, provides a vehicle for the early recognition of existing resources and potential means for conserving them. In addition, developers must obtain, and include with their project applications, letters of availability from Padre Dam Municipal Water District stating that water and sewer service will be available to the proposed project (unless the project proposes to use wells and septic tanks).

(4) The City Code of Regulatory Ordinances includes a chapter on the accepted usage of all drainages and watercourses. It also includes sections on surface mining operations, water and water supplies, pollution of waters, and sewage and refuse disposal.

6.5 Other Implementation Measures

(1) The City shall conserve the quality of existing water resources through careful management of lands that are adjacent or tributary to water resource areas.

(2) The City shall continue to evaluate and regulate each application for mining through the Major Use Permit process.

(3) The City shall review projects to ensure that storm water run-off is controlled in a manner that will minimize water degradation, reduce the waste of fresh water, enhance wildlife, and reduce the impact or erosion.

(4) The City shall use the environmental review process to identify, conserve and enhance unique natural and cultural resources.

(5) When appropriate, the City shall encourage the granting of perpetual Open Space Easements to the City in order to preserve cultural, archaeological, or natural resources.

(6) The City shall utilize the environmental and Development Review process to ensure that grading practice used within the City minimize potential safety hazards while maintaining aesthetic qualities and natural landforms.

(7) The City shall utilize the mapped information on Figure 15., Hydrology, Figure 16., Archaeology and Figure 17., Biology, during the Development Review process in order to identify significant resource areas that the proposed development may affect, and to determine the appropriate mitigation measures required.

(8) The City shall coordinate water supply planning with the San Diego County Water Authority and with the Metropolitan Water District.

(9) The City shall actively support programs that promote water conservation throughout the City.

(10) The City will continue to evaluate the City's water system facilities periodically to accommodate changes in water demand resulting from technological developments, population trends and new land use patterns.

OPEN SPACE ELEMENT

1.0 INTRODUCTION

1.1 Summary

Within the City of Santee there exists a diversity of open space resources which are shown on Figure 18., Existing Open Space. They include designated open space lands (parks and floodways), recreation areas, large vacant parcels of land, numerous small privately owned open space easements, school facilities, and other publicly owned land. These open space resources provide numerous beneficial functions within the City; the primary ones being the provision of scenic relief, preservation of wildlife habitat and watershed protection. The Open Space areas also provide a means of protecting citizens from areas which could be subject to severe erosion, landslides and flooding hazards.

The presence of open space can provide psychological relief from urbanization and often provides scenic vistas or views of distant hills or mountains. It can also serve to enhance neighborhood character and identity or serve as a buffer between different types of land uses.

1.2 Purpose

The purpose of the Open Space Element is to identify those areas located within the City, which because of their location and natural topographic or aesthetic features, merit recognition or preservation for the beneficial community functions they provide. As such, the Element provides a number of policies which promote the preservation of designated open space areas for the purposes of ensuring:

- 1) protection of natural resources;
- 2) continued availability of recreational facilities;
- 3) enhancement of the overall scenic quality; and
- 4) the consideration of public safety.

1.3 Authorization

The scope and nature of each City's Open Space Element has been authorized and prescribed by California Government Code Section 65302(e) and Sections 65560 through 65567.

The Element must include discussions on:

- . The preservation and management of natural resources;
- . Outdoor recreation; and
- . Public health and safety, particularly in those areas which require special management because of hazards or protection of water or air quality.

EXISTING OPEN SPACE

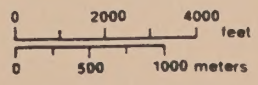


Source: City of Santee

Prepared by: Mooney-Lettieri & Associates

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CITY OF SANTEE GENERAL PLAN



Additionally, each City must provide an inventory of privately and publicly owned open space lands and formulate policies and programs which strive to achieve the community's open space goals.

2.0 EXISTING CONDITIONS

Open Space shall be defined as any parcel of land or water which is essentially unimproved with manmade structures, which, through specific action by the City of Santee, has been recognized to have value to its citizens for reasons including, but not limited to, the following: (1) areas for the preservation of natural resources, plant species or fish and wildlife habitats; (2) areas necessary for management of mineral and agricultural resources; (3) areas for outdoor recreation; (4) areas for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, floodplains, and areas presenting high fire risks; (5) areas which have significant scenic, archaeological or cultural value; and (6) areas which provide access to rivers, streams, natural habitats or open space reservations.

2.1 Publicly Owned Land

2.1.1 Designated Open Space Lands

Santee has an estimated 775 acres of designated open space lands. This acreage includes three City parks, the portion of Mission Trails Regional Park within Santee, and land within the floodways of the San Diego River and Sycamore and Forester Creeks. The parks are discussed in more detail in the Recreation Element; the floodways are covered in the Public Safety Element. The designated open space lands and their reasons for preservation as open space are detailed in Table 12.

Santee's designated open space land falls into two categories, parkland and floodways. Both categories include land that performs numerous open space functions.

Public parkland is composed of parcels of land currently used for parks that are held in fee title or possessory interest by public agencies. Mast Park, Woodglen Vista Park and Big Rock Park are City of Santee parks. The portions of Mission Trails Regional Park within Santee are owned by the City and County of San Diego.

Floodways are commonly known as flood channels. Santee has five waterways: the San Diego River, Forester Creek, Sycamore Creek, and intermittent creeks paralleling Big Rock Road and Fanita Drive. The floodways of the San Diego River and Forester Creek have been mapped and are shown on Figure 18. The floodway of Sycamore Creek has not been mapped; the current course of the creek in its floodway is shown on Figure 18. The hydrologic features of all five waterways are discussed in more detail in the Public Safety Element.

Table 12
DESIGNATED OPEN SPACE LANDS

Location	Acreage	Reason for Preservation			
		Preservation of Resources	Managed Production of Resource	Outdoor Recreation	Public Health & Safety
Mast Park	58.50	X		X	X
Woodglen Vista Park	9.95			X	
Big Rock Park	5.30			X	
Mission Trails Reg. Park	280.88	X		X	X
San Diego River Floodway	346.54	X	X	X	X
Sycamore Creek Floodway	42.46	X		X	X
Forester Creek Floodway	30.98				X
TOTAL	774.61				

Floodways are considered for open space designation for reasons related to their natural and human functions. Natural functions include carrying waters (normal and storm waters), replenishing the groundwater supply, providing plant and wildlife habitat. Human functions include separating different urban areas, providing visual relief, providing areas for water storage, providing recreation opportunities, providing a disposal area for reclaimed water, and providing a source of sand and gravel.

2.1.1 Recreation Areas

In addition to the parks designated for open space uses, Santee residents have access to many acres of recreational open space that are not under the direct control of the City. This includes 190 acres within Padre Dam Municipal Water District's Santee Lakes Recreation Area, 130 acres within the Carlton Oaks Golf Course, and 158 acres of school playgrounds, ballfields and equestrian facilities. These facilities are discussed in detail in the Recreation Element.

2.1.3 Other Publicly Owned Land

The County currently owns 375 acres of land in central Santee. Known as the Edgemoor property, this land is bounded on three sides by Magnolia Avenue, Cuyamaca Street and Mission Gorge Road. This property is currently vacant. The Edgemoor Master Plan adopted as Policy Number F-38 by the County Board of Supervisors in 1979 proposes its development at a later date for a variety of commercial, civic and recreational uses including off-channel lakes, a regional river park and a local park.

The Grossmont Union High School District currently owns 50 acres of land along the northeast corner of Mission Gorge Road and Cuyamaca Street. Formerly a part of the Edgemoor property, part of this site is temporarily being used for Little League ballfields. The remainder is undeveloped and is sometimes used for civic functions.

2.2 Privately Owned Land

2.2.1 Open Space Easement

Numerous open space easements have been granted or assigned to the City. The majority of these easements have been granted as conditions of approval for residential subdivisions, generally preserving open areas between residential buildings, or very steep slopes. Most of the easements are small, not easily accessible to the public at large and not granted for public use.

Santee has two perpetual open space easements that were granted specifically for park and/or recreational purposes. One, covering 14.58 acres, was granted as part of the Deerpark-Santee Unit No. 3 residential subdivision. It is located in the southeast quadrant of the intersection of Mast Boulevard and Hinsdale Street, just west of the water reservoir. The other, covering 11.01 acres, includes a portion of Sycamore Creek and land adjacent to it. It is located immediately east of the existing development along Pebble Beach Drive, north and south of Mast Boulevard. Both of these open space easements have value as open space as defined in this Element. However, they remain in private ownership and their inclusion in this section should not be construed to limit their potential use to any greater degree than is specified in the terms of their open space easements. They are not intended to be available for access by the public for any purpose not authorized by the land owners.

2.2.2 Other Large Vacant Parcels

There are three large vacant parcels of land within the City which at a later date will likely be proposed for residential development. These vacant parcels include:

- 1) the 2,370 acre Fanita Ranch Specific Plan Area, located within the northern undeveloped area of Santee adjacent to Camp Elliott;

- 2) the 466 acre Sky Ranch Area, located east of Highway 67 within the southeastern corner of the City; and
- 3) a 225 acre parcel of land located along the east side of Mesa Road within the southwestern corner of the City.

These vacant areas are characterized by extremely hilly topography and, as a consequence, have been designated for low density residential development on the Land Use Plan. Due to the rugged topography and steep slopes on these properties, clustered development and siting for avoidance of natural hazards should allow for the continuance of open space areas on these sites.

2.3 Land Outside/Adjacent to Santee

Santee's location on the fringe of the San Diego metropolitan area gives it visual access to much additional open space beyond its borders. On a clear day, El Capitan Reservoir Recreation Area is well within view and even the peaks of the Cuyamaca Mountains are visible in the distance. In addition, Santee is almost completely surrounded by undeveloped land. Mission Trails Regional park, ultimately planned to be a 6,200-acre natural park, abuts the City on the west and southwest as well as being partially within Santee. It provides many recreational opportunities as well as a scenic backdrop for the City on the west. Miramar Naval Air Station, which includes thousands of acres of undeveloped land, most of it natural, is visible to the northwest. The County's Sycamore Recreation Area, with more than 1,600 acres of natural land, is immediately north of Santee. A low-density portion of the Lakeside community is to the east, with El Capitan Reservoir and the Peninsular Ranges farther in the distance. The steeper slopes of Rattlesnake Mountain, located in the southeast section of Santee, will remain predominantly open in accordance with the General Plan's low density residential designation. Gillespie Field, immediately to the south of the City and within El Cajon, constitutes a large open space area necessary for aviation and public safety. The airfield provides a buffer between Santee and industrial areas within El Cajon. The Open Space Element recognizes the value of the above open space lands to Santee's visual setting. Their use will remain a matter of importance to the City even though most of the above land is located outside the City limits.

3.0 NEEDS

Within the City of Santee, there is a need to preserve open space for recreation; for visual relief; for public safety purposes; for preservation of cultural, archaeological, biological and mineral resources; for management of resources; and for access to natural areas. As this community continues to transition from its rural heritage to an urban community, open space will continue to play these vital roles, and needs to be integrated into the overall growth and design strategy for the City.

Santee residents can now see thousands of acres of undeveloped land throughout the City. Although some of this will remain permanent open space and is designated as such, much of it may be developed in the future, mostly for residential uses. As land is developed, developers will be required to dedicate land for recreational purposes or pay "in-lieu" park fees, per the Park Lands Dedication Ordinance. This land will provide recreational and visual open space and, depending on the site, may fulfill other open space functions.

The City of Santee contains much land that has public safety constraints and would, therefore, be desirable if left in open space. This includes land in floodplains, on steep hillsides, on unstable soils, beneath major power lines, lower than and adjacent to aboveground reservoirs, and within areas of high accident-risk or high noise from nearby airports. Except for the floodway portion of the floodplain, all of these areas may be developed in some use if certain precautions are taken. As an example, undeveloped hillsides in the northern and southern portions of Santee, provide significant scenic resource protection and hazard avoidance functions. As they become subject to development, hillside development strategies that are sensitive to preservation of views and landforms must be utilized in conjunction with public safety concerns (i.e., Seismic Safety Element, Public Safety Element, Conservation Element).

The large vacant parcels adjacent to the north of Mission Gorge Road are under a significant amount of development pressure. Since they presently form a significant amount of the open space resources, site design should be undertaken in a manner that achieves an adequate balance of development with open space allocation for resource protection, parks and view maintenance.

The San Diego River corridor should continue to provide a significant central open space spine, maintaining its visual integrity and preserving natural resources.

In regard to open space distribution, the vast majority of the designated open space land is found in the southern half of the City. However, the majority of the population resides in areas north of the San Diego River, and since most of the vacant land that is yet to be developed lies in the northern third of the City, the population center of Santee will, over the coming decades, shift northward. As this occurs, the importance of retaining visual access to the northern slopes will become increasingly important, as will places for public recreation for northern City residents who will be distant from the City's existing parks.

4.0 GOAL

The goal of the Open Space Element is to preserve open space areas that are important to the City for reasons of: (1) public safety; (2) natural resources; (3) recreation; and (4) scenic quality.

5.0 OBJECTIVES AND POLICIES

Objective 1.0

Preserve significant natural resources, such as mineral deposits, biological resources, watercourses, hills, canyons, and major rock outcroppings, as part of a Citywide open space system.

Policy 1.1 The City should encourage the conservation of rare or unique plants and wildlife by identifying such resources through the environmental review process and by considering open space preservation as a possible means of preserving the resources as a condition of a project approval.

Policy 1.2 The City should encourage the preservation of significant natural features, such as watercourses, steep canyons, and major rock outcroppings through the Development Review process.

Policy 1.3 The City should encourage the preservation of open space on the Edgemoor property for recreational and open space purposes as part of a master plan for the site.

Objective 2.0

Promote a balanced mix of open space uses with development throughout the City in order to provide for the enhancement of visual resources, avoidance of hazards and conservation of resources.

Policy 2.1 The City should promote the dedication of open space or parklands and the designation of private open space within all proposed development.

Policy 2.2 The City should encourage, where feasible, the development of an interconnected system of open spaces throughout the City.

Policy 2.3 The City should support State and Federal legislation which would provide funds for local parkland acquisition.

Policy 2.4 The City should ensure that adequate passive and active open space uses are incorporated into the development of the Edgemoor property, Fanita Ranch and other significant existing vacant areas.

Policy 2.5 The City shall encourage the use of clustered development when appropriate to maximize the preservation of open spaces.

Objective 3.0

Maintain floodways as open space in order to reduce flood hazards, and to preserve the aesthetic quality along water corridors.

Policy 3.1 The City should promote open space in conjunction with other appropriate land uses along the San Diego River corridor and other water corridors found in the City.

Policy 3.2 The City should promote the design and use of floodways and adjacent land for recreation whenever appropriate as part of flood control improvements.

Policy 3.3 The City should avoid concrete channelization of waterways whenever possible and promote alternative flood control designs which have open space value.

Objective 4.0

Encourage the preservation of significant historical and archaeological sites in the city.

Policy 4.1 The City should identify significant cultural and archaeological sites by various means, including the environmental review process and consider open space dedication as one of the alternate methods of preservation as a condition of project approval.

Objective 5.0

Preserve open space to adequately protect the public from fires, flooding and landslides.

Policy 5.1 The City should encourage, through the environmental review process, the open space preservation of hillsides with steep slopes as appropriate to minimize danger from landslides, mudslides, and wildfires.

6.0 IMPLEMENTATION

The City of Santee has a number of ordinances and programs, listed below, which provide for the development of open space uses with other development within the City. Other measures which can be implemented to ensure the protection or creation of additional open space follows this list.

6.1 Park and Open Space Ordinances and Regulations

1. The City has adopted a Park Lands Dedication Ordinance, which requires the dedication of park lands or the payment of fees-in-lieu of dedication for all new residential subdivisions.
2. The Zoning Ordinance requires that a planned residential development must meet specific open space requirements.
3. The Subdivision Map Act provides for the establishment of open space easements.

6.2 Floodplain Ordinances and Regulation

1. The City has adopted a Drainage and Watercourses Ordinance which covers all development that is traversed by a watercourse.
2. The City has adopted a Floodplain Overlay Zone and a Flood Channel Overlay Zone. These zones severely restrict the uses in the floodway, but permit regulated development in the floodplain fringe in accordance with the Santee Municipal Code.
3. The Subdivision Map Act requires that all approved tentative or final maps for subdivisions proposed to be fronted upon a public waterway, river or stream must include a dedication of a public easement along a portion of the bank of the river or stream bordering or lying within the proposed subdivision.

6.3 Other Implementation Measures

1. The City shall utilize the environmental review process to ensure the preservation of significant natural resources and features, and to regulate and condition development within areas susceptible to natural hazards.
2. The City shall utilize the environmental review process to ensure the preservation of significant historical resources or archaeological sites.
3. The City shall continue the existing program for acquiring park land as provided for in the City's Park Lands Dedication Ordinance.

PUBLIC
HEALTH & SAFETY

NOISE ELEMENT
SEISMIC SAFETY ELEMENT
PUBLIC SAFETY ELEMENT

NOISE ELEMENT

1.0 INTRODUCTION

1.1 Summary

The City of Santee can be characterized as relatively quiet; large areas of undeveloped land occur throughout the City, fostering a generally rural atmosphere. Noise is primarily generated from traffic along major roadways and from aircraft overflights. As the City continues to develop in this urbanizing area of the County, potential noise conflicts will increase. Thus, the City has developed a Noise Element in response to the continuing concerns about noise.

1.2 Purpose

The purpose of the Noise Element is to provide information for programs to control and abate environmental noise and to protect the citizens of Santee from excessive exposure to noise. This information then can be utilized in the planning process to guide the location, type and density of future development within the City, with particular consideration to noise. In this way, compliance with state noise insulation standards, especially for residential construction, will be ensured.

The Noise Element is designed to develop policies which may reduce the loss of property values, social cohesion, psychological stability and physical health, often the results of excessive amounts of noise.

1.3 Authorization

Government Code Section 65302(f) mandates that a Noise Element be adopted as part of City and County General Plans in California. The Noise Element must quantify the noise environment in terms of noise exposure contours for both short and long-term levels of growth and traffic activity. Noise sources, including vehicular traffic and other forms of transportation, commercial and industrial activities and other stationary noise sources, must be identified.

The Noise Element also must include a community noise exposure inventory which determines the number of people exposed to various noise levels throughout the City. Recommendations should be given for possible solutions to existing and foreseeable noise problems. In addition, the Noise Element must recognize the guidelines adopted by the Office of Noise Control pursuant to Section 46050.1 of the Health and Safety Code.

2.0 EXISTING CONDITIONS

2.1 Noise Sources

The City is subjected to variable levels of noise in terms of intensity and duration. Major sources include: traffic, aircraft, commercial/industrial, and community activities. For the purpose of this discussion, noise levels refer to the combination of the ambient (background) noise and local noise sources. Noise levels in the community are an important consideration due to their influence on society; effects can range from annoyance to physiological damage.

The effect noise has on society is, to a large degree, dependent upon the nature of an activity or land use. Generally speaking, residential, education and medical uses are more sensitive to noise than are commercial and industrial activities which may, in fact, be noise generators. The noise sensitive areas in the City include Santana High School, nine elementary schools, Edgemoor Geriatric Hospital, recreational areas such as Santee Lakes, Carlton Oaks Country Club, and four public parks, and the Library (the complete list with locations is found in the Appendices).

In order to quantify the existing noise levels and establish a frame of reference, an acoustical study of the General Plan area was conducted in 1982. Field measurements and theoretical models were carried out to define the noise levels. This information was then converted into noise contours to graphically illustrate noise conditions. Noise was measured in decibels on an "A" weighted scale (dBA) to most closely represent the response of the human ear. A 24-hour average (Ldn) which places a weighting factor (penalty) on noise levels between 10:00 p.m. and 7:00 a.m. was used to calculate the noise levels depicted in Figure 19. These terms and others are defined further in the Glossary of this document.

2.1.1 Traffic Noise

Traffic represents the most significant source of noise in the City. All the major roads in Santee currently carry traffic volumes which raise noise levels on adjacent property to 60 dB(A) and higher (see Figure 19). By the year 2000, noise levels along these major transportation routes are expected to increase substantially.

Future noise conditions in Santee will, to a large extent, be dependent on the alignment of proposed State Route (SR) 52. Selection of either of the alternative corridors north of the San Diego River, would introduce high noise levels into an area which for the most part exhibits low ambient noise levels. The southern alternative corridor on the other hand, would be located between Mission Gorge Road and Prospect Avenue in an area which already experiences high noise levels due to the combined effect of traffic and aircraft noise.

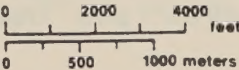
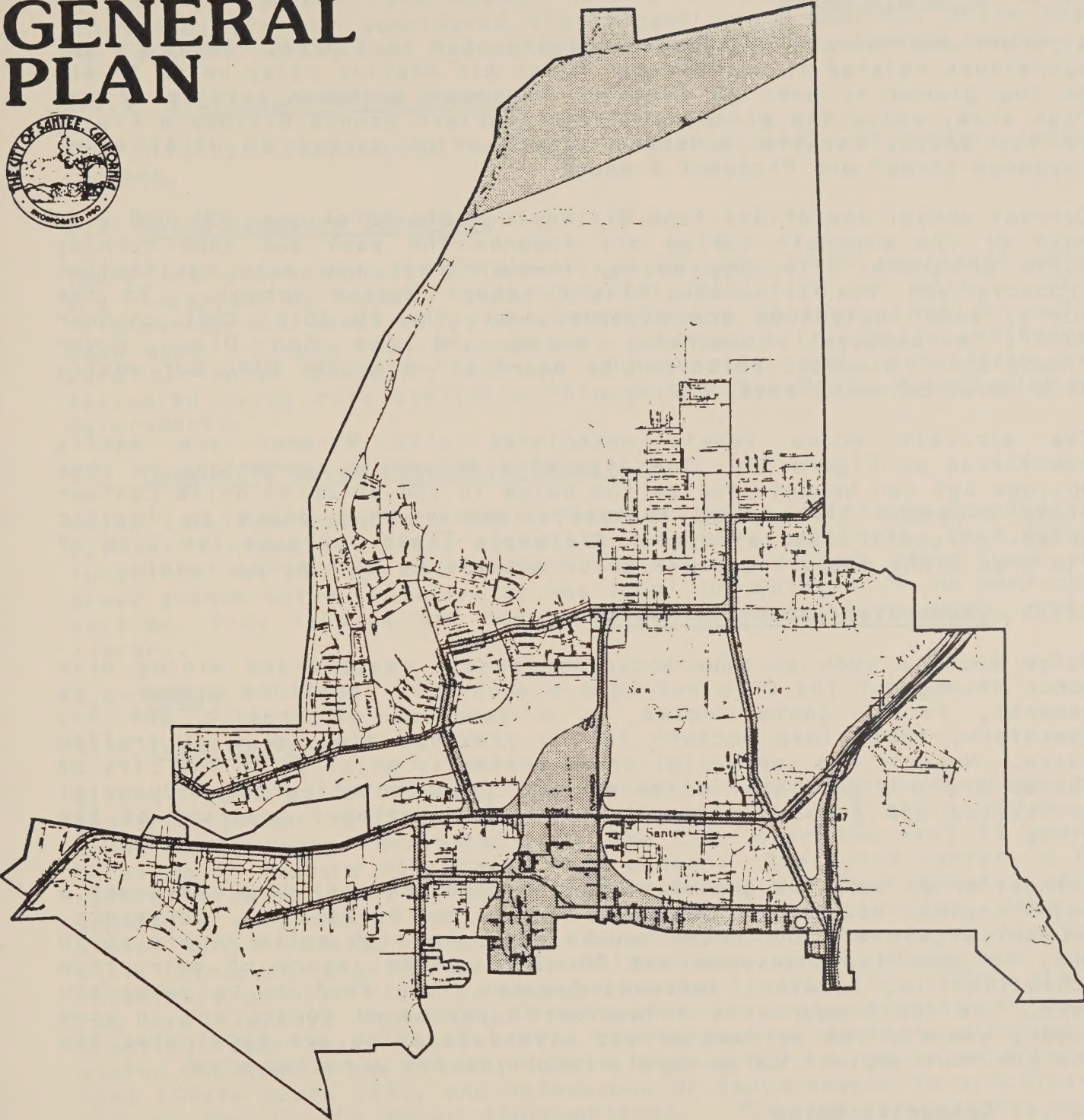
EXISTING NOISE LEVELS

note: calculated noise levels
for the year 1982

Source: Santee General Plan EIR
Prepared by: Mooney-Lettieri & Associates

[illegible]

CITY OF SANTEE GENERAL PLAN



2.1.2 Aircraft Noise

Aircraft are the other major source of noise in Santee. Military jet operations related to the Miramar Naval Air Station raise noise levels on the ground to over 60 dB(A) in the most northern portion of the Plan area, while the principal flight pattern around Gillespie Field, to the south, results in noise levels which exceed 60 dB(A) along Cuyamaca Street and Prospect Avenue.

Current annual operations from Gillespie Field total over 250,000 with most of the aircraft taking off towards the west and then turning north or south. Turning south, the aircraft fly over residential property and the noise-sensitive Prospect Avenue School. To the north, some residences are affected, but the 60 dB(A) CNEL contour mainly encompasses commercial areas and the San Diego River floodplain. Aircraft noise can be heard all over the City but mostly at a level below 60 dB(A) CNEL.

The aircraft noise levels associated with Miramar are easily identified on Figure 19. The effect of Gillespie operations is less obvious but can be detected as the bulge in the 60 dB(A) noise contour along Cuyamaca Street and Prospect Avenue; when added to traffic noise, aircraft associated with Gillespie Field increase the size of the area along these two roads which experience high noise levels.

2.1.3 Commercial/Industrial Noise

Noise sources such as manufacturing, retail centers and mining also occur throughout the City but have a much more localized effect. In general, retail center noise is a function of traffic and is, therefore, taken into account in the previous discussion of traffic noise. None of the commercial areas presently existing in the City of Santee are a significant noise source. Manufacturing and industrial activities are generally localized to the southeast quadrant of the City.

Extraction of sand and gravel along the river channel does represent a major noise source. Equipment such as bulldozers, conveyers, mechanical shovels and heavy trucks generate high noise levels which can, in some instances, exceed 80 dB(A). The impact of extraction activities is, however, lessened because they tend to be temporary uses. As the resource is exhausted (a period of months or, in some cases, years), the extraction and attendant noise are terminated and the previous ambient noise levels return to the affected area.

2.1.4 Community Noise

For the purpose of this Noise Element, community activities are defined as any noise generated by the local populace which intrudes above the local ambient and which is not connected with traffic flow, business and industry, or aircraft operations. These activities include normal household operations such as lawn mowing, air conditioners, house cleaning, etc.; recreational areas such as Santee Lakes and Carlton Oaks Country Club, (off-road vehicle activity is

illegal in Santee); and animal noise, i.e., barking dogs. These activities are not considered significant noise sources; while they can generate noise, they are normally classified as nuisance noise.

2.1.5 Stationary Noise Sources

The City of Santee has no major, significant, stationary noise sources.

2.2 Noise Exposure Inventory

There are approximately 875 dwellings housing 2,605 residents which are impacted by noise levels of 60 dB(A) Ldn or more. This information was compiled by overlaying noise contour lines onto city base maps. Single family homes were counted; multi-family residences were estimated based on acreage and density, and, population was estimated using data available through the San Diego Association of Governments.

2.3 Community Noise Sensitive Receptors

Noise sensitive receptors are defined as those facilities "including, but not limited to, areas containing schools, hospitals, rest homes, long-term medical or mental care facilities, or any other land use areas deemed noise sensitive by the local jurisdiction." As mentioned earlier, they include one hospital, ten schools, five parks, and a library.

3.0 NEEDS

3.1 Traffic Noise

Within the City of Santee, the potential noise problem areas are centered primarily around traffic conditions. Traffic noise is expected to change drastically in the City over the next 15 years. Three major factors will cause this change. The first factor is the natural growth occurring both in Santee and the East County, which generally will cause the traffic on some streets to rise, creating higher noise levels. Secondly, construction of new major highways will introduce significant noise into some areas which are now relatively quiet. Finally, changes in the traffic circulation due to the new highways may cause the traffic on some streets to fall, creating lower noise levels. The development of Santee's circulation system includes a new freeway (State Highway 52), a new prime arterial road (State Route 125), and extensions or improvements to practically all of the City's major thoroughfares. The major projects under consideration are discussed below.

The Circulation Element shows two alternative corridors for State Highway (SR) 52. The preferred alignment has the freeway entering the City at the same location but then crossing Mission Gorge Road and running directly along the Prospect Avenue corridor. Although much of this area is already under consideration for redevelopment, the route would cause a noise impact on some high-density residential areas in

the western part of the City; however, it then passes through commercial and industrial zones. The Prospect Avenue School is one noise-sensitive receptor near its path.

Also under consideration are two northern corridors, as shown on Figure 20. As no development has occurred in the northern portion of the City, noise levels generated could be significant, depending on the final alignment, which is undetermined at this time.

By the year 1995, CALTRANS expects Highway 52 to be carrying 60,000 to 70,000 ADT through the City of Santee, which is approximately twice that presently carried by Highway 67 and will thus cause a significant noise impact. On balance, this impact would be less along the southern (Prospect Avenue) route.

The Circulation Element designates the northern portion of State Route 125 north from Carlton Oaks Drive as a Prime Arterial Highway. The CALTRANS forecast for this corridor is 55,000 ADT. This highway will create a considerable noise impact at Santee Lakes and some residential neighborhoods at the western edge of the City.

The northern extensions of Carlton Hills Boulevard, Cuyamaca Street and Magnolia Avenue as major roads will cause noise impacts in residential areas where they now exist as narrow, infrequently traveled streets or do not exist at all. The same applies to the east-west completion of Mast Boulevard.

Other improvements expected to create significant noise impacts are the improvements to the western end of Prospect Avenue and to Fanita Drive. The southern extension of Mesa Road to join with Cowles Mountain Boulevard and Lake Murray Boulevard will affect a few existing residences and the now-sensitive zones of Mission Trails Regional Park, Big Rock Park, and the Chet F. Harritt School.

As more information becomes available, the City of Santee will define the new roads and their traffic flows. The noise levels will then be predicted and will become a part of this Noise Element. Figure 20 shows a map of future noise contours.

3.2 Aircraft Noise

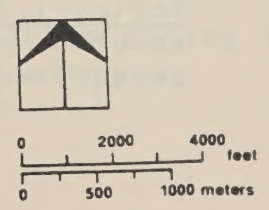
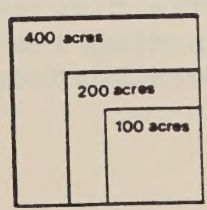
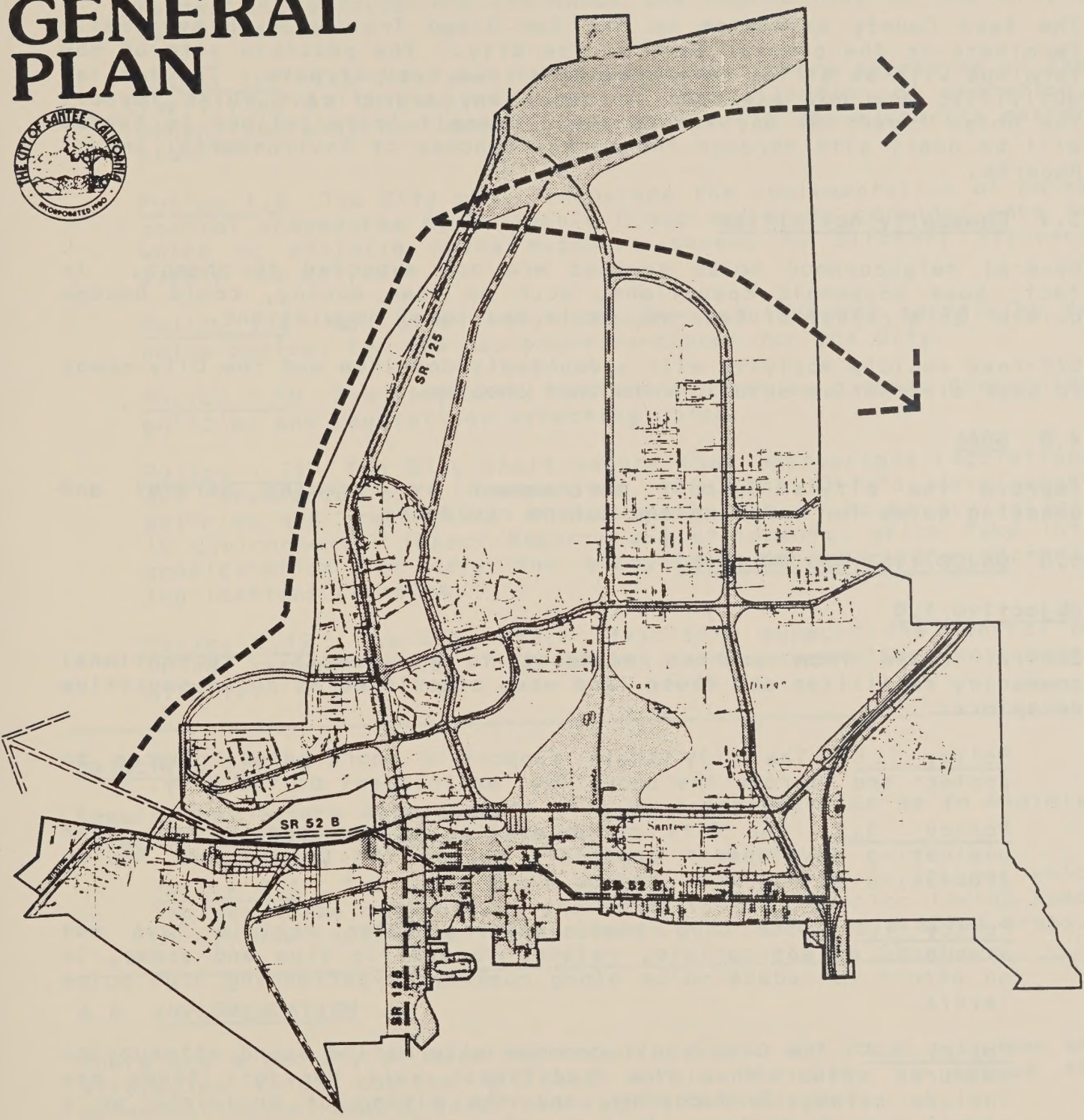
In general, the noise level within the influence of Gillespie Field will rise by approximately 3 dB(A) over the next 8 years and will then remain fairly constant unless expansion of the airport takes place. Noise from NAS Miramar in the north part of the City should remain unchanged until at least 1986. Even after that date, it is doubtful whether new aircraft types will be significantly different in their noise characteristics to those currently operating. In addition, flight patterns cannot be changed because of air-space restrictions imposed by the Federal Aviation Administration.

FUTURE NOISE LEVELS

- note: noise calculations are not available
on route 52 northern corridor
alternatives

[illegible]

CITY OF SANTEE GENERAL PLAN



3.3 Rapid Transit

The East County extension to the San Diego Trolley will eventually terminate in the central part of the City. The possible site of the terminus will be at the intersection of two busy streets. The trolley activities are not expected to cause any significant noise impact. The noise impact of any future rapid transit installations in Santee will be dealt with through the normal process of Environmental Impact Reports.

3.4 Community Activities

General neighborhood noise sources are not expected to change. In fact, some household operations, such as lawn mowing, could become quieter as a result of Federal, State and local regulations.

Off-road vehicle activity will undoubtedly continue and the City needs to seek alternative solutions to that problem.

4.0 GOAL

Improve the city's overall environment by reducing harmful and annoying noise for existing and future residents.

5.0 OBJECTIVES AND POLICIES

Objective 1.0

Control noise from sources adjacent to residential, recreational community facilities and those land uses classified as noise sensitive receptors.

Policy 1.1 The City shall support a coordinated program to protect and improve the acoustical environment of the City.

Policy 1.2 The City shall utilize noise contour maps when evaluating development proposals during the Development Review process.

Policy 1.3 The City shall enforce motor vehicle laws and standards as appropriate, related to traffic flow and speed, in an effort to reduce noise along roadways experiencing high noise levels.

Policy 1.4 The City shall promote alternative sound attenuation measures rather than the traditional wall barrier; these may include berms, landscaping, and the siting of buildings on a parcel away from the roadway or other noise source.

Policy 1.5 The City shall review future projects with particular scrutiny regarding the reduction of unnecessary noise near noise-sensitive areas such as hospitals, schools, parks, etc.

Policy 1.6 The City shall continue to monitor noise throughout Santee and enforce the standards and regulations of the City's Noise Ordinance.

Policy 1.7 The City shall discourage any future expansion of the facilities of Gillespie Field or intensification of operation, other than what has been already planned in the airport's master plan.

Policy 1.8 The City shall encourage the implementation of noise control procedures by Gillespie Field and shall consider ways in which to minimize noise exposure caused by aircraft flyovers within the City.

Policy 1.9 The City shall consider requirements pertaining to noise control for new equipment purchases for the City.

Policy 1.10 The City shall implement a review process concerning policies and regulations affecting noise.

Policy 1.11 The City shall ensure that appropriate regulations and standards are incorporated into the City's development policies and ordinances, including the use of noise evaluations in Environmental Impact Reports and statements, which take into consideration not only the annoyances but also the economic implications of noise.

Policy 1.12 The City shall officially support the control of noise through legal regulations and cooperative government efforts.

Objective 2.0

Ensure that future developments will be constructed so as to minimize interior and exterior noise levels.

Policy 2.1 The City shall adhere to planning guidelines which include noise control for the exterior and interior living space of all new residential developments within noise impacted areas.

6.0 IMPLEMENTATION

There are a variety of existing Federal, State and local programs and strategies which can be utilized within the City to reduce the potential noise impacts described within this Element.

6.1 Local Regulations

Development standards should be applied to future projects during the Development Review process and should include the following:

1. Whenever it appears that new development will result in any existing or future noise sensitive areas being subjected to noise levels of 60 dB(A) Ldn, or greater, an acoustical study will be required.
2. If the acoustical study shows that the noise levels at any noise sensitive area will exceed 60 dB(A) Ldn, the development should not be approved unless the following findings are made:
 - a. Modifications to the development have been, or will be made, which will reduce the exterior noise level to 60 dB(A) Ldn or less, or
 - b. If, with current noise abatement technology, it is not feasible to reduce the exterior noise level to 60 dB(A) Ldn or less, then modifications to the development will have been, or will be made which reduce the exterior noise level to the maximum extent feasible and the interior noise level to 45 dB(A) Ldn or less. Particular attention shall be given to noise sensitive spaces such as bedrooms.

For rooms in noise sensitive areas which are occupied only for a part of the day, (schools, libraries or similar), the interior one-hour average sound level during occupation, due to noise outside, should not exceed 50 dB(A) Leq (hour).

The City's noise maps will be used to determine whether a proposed project or land use is compatible with its surrounding land uses. Noise compatible land uses are assessed according to the categories as documented in the Noise Element Technical Appendices. The Land Use Compatibility Table should not be misinterpreted as being prohibitive but should be used as a guide and a resource. If doubt exists as to the noise impact, whether it be the existing or future noise on the project or from the project on the surrounding community, an acoustical study will be required. Land use changes should be reviewed for potential noise impacts.

The acoustical study shall include existing and future noise levels on the site, the effect of the project on its surroundings, and mitigating measures, if necessary. The mitigation measures may include, but not be limited to the following:

1. Correct siting and design of the buildings to minimize noise impacts;
2. Provision of berms, landscaping and other sound barriers, without the exclusive use of walls; i.e., a combination of a small wall and a berm in concert with the overall streetscape in the area could be appropriate; and
3. Insulation of buildings against noise, including thicker-than-standard glazing and mechanical ventilation.

In addition, there are several other procedures, which, where practical, would be effective in reducing noise throughout the City. These include:

1. Improving traffic circulation to "smooth" flow;
2. Reducing speed limits in noise sensitive areas;
3. Setting time limits on certain noisy activities; and
4. Purchasing demonstrably quiet equipment for City use.

With regard to transportation, a liaison should be maintained with transportation agencies, such as CALTRANS in a cooperative effort to reduce noise at existing facilities and ensure the consideration of noise impacts when designing and locating proposed facilities. The City Noise Ordinance should be amended, where necessary, to ensure compliance with the provisions of this Element of the General Plan. Finally, the City should review ongoing policies, programs, and ordinances every five (5) years or as warranted by technological developments, as per State guideline requirements

6.2 State Regulations

Motor Vehicle Code, Sections 23130, 27002, 27150, 27151 and 27160 (Annex A), sets the noise level limits for all vehicles operating on California highways. These regulations are normally enforced by the California Highway Patrol.

California Administrative Code, Title 25, Chapter 1, Subchapter 1, Article 4, Section 1092, Noise Insulation Standards, requires that any new hotel, motel, apartment houses, condominiums, and dwellings other than single family dwellings, which are located within a 60 dB(A) CNEL (Ldn) require an acoustical analysis to show that the interior noise levels will not exceed 45 dB(A) CNEL (Ldn). Further, it must be shown that the party walls have a Sound Transmission Class (STC) of 50 or more and that party/floor ceiling assemblies shall have an STC of 50 or more and an Impact Insulation Class (IIC) of 50 or more.

This regulation is enforced by the City's Building Inspection Department. When it is proposed to erect an eligible building within a noise impacted zone, an acoustical analysis is required. This analysis must be carried out by a qualified acoustical consultant and the report submitted together with the building plans.

6.3 Federal Regulations

The Noise Control Act of 1972 set up the Environmental Protection Agency (EPA) which has since set noise level limits for medium and heavy trucks, buses and some household equipment.

The Occupational Safety and Health Act (OSHA) sets noise exposure limits in the workplace. In California this Act is administered as CAL/OSHA.

The Federal Aviation Act of 1958 set up the Federal Aviation Administration (FAA) which issued Federal Air Regulations (FAR), part of 36 of which sets noise level limits for private and commercial aircraft. Military aircraft are not subject to regulation.

SEISMIC SAFETY ELEMENT

1.0 INTRODUCTION

1.1 Summary

The City of Santee is located within an area of Southern California which can be characterized as seismically stable. There are no known or potentially active faults located within the Planning Area. The geologic formations underlying portions of the Planning Area could, however, present potential geologic hazards.

1.2 Purpose

The purpose of the Seismic Safety Element is to provide information to assist the City in identifying areas of potential geotechnical and/or seismic risk. This information can then be utilized in the planning process to guide the location, type and density of future developments within the City with particular consideration for safety.

The Seismic Safety Element is designed to develop policies which may reduce loss of life, injuries, damage to property, and economic and social dislocation in Santee resulting from seismic or other geologic hazards.

1.3 Authorization

Government Code Section 65302(g) mandates each California City and County to adopt a Seismic Safety Element which includes the identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, ground shaking, or to ground failure.

The Seismic Safety Element must also include an appraisal of other geologic hazards such as mud slides, landslides, slope stability, structural hazards, and possible inundation from dam failures. Additionally, the Seismic Safety Element should identify plans and programs for emergency response.

2.0 EXISTING CONDITIONS

2.1 Geologic and Seismic Setting

Santee is located on a relatively narrow coastal plain made up of a series of marine terraces which end abruptly in the foothills of the Peninsular Ranges to the southeast. Geologic formations which comprise the marine terrace in Santee are Eocene age (40-50 million year old) sediments of the Friars Formation and Stadium Conglomerate. The Friars Formation may be observed overlying granitic rocks in the southern and north-central parts of the City. This unit generally

occupies the gentler, lower portions of valley slopes below elevations ranging from 600 to 700 feet. In the southwestern portion of the City, this unit is exposed between Cuyamaca Street and the eastern foot of Cowles Mountain and throughout the northern part of the City, except the extreme northeasterly section. Numerous large, ancient landslides occur within the Friars Formation.

Stadium Conglomerate occurs throughout the southwestern and northern parts of the City overlying both the granitic rocks and the Friars Formation.

Landslides occurring entirely within the Stadium Conglomerate are unknown; however, this unit is often involved in sliding where it overlies the Friars Formation. Debris flows or mud flows are relatively common with this geologic formation.

Alluvium and colluvium surficial deposits occur in valley drainage bottoms and along lower portions of valley slopes. These soil deposits are susceptible to seismically induced liquefaction.

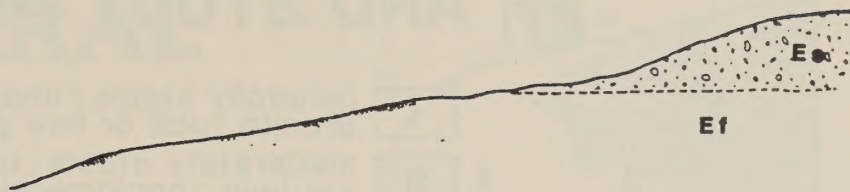
There are no known faults representing a seismic hazard in the sediment or bedrock material within the Planning Area. Although certain geologic map references show the Lyons Valley Fault trending from the south toward the central portion of Santee, further research indicates this "fault" should be more properly described as a lineament (topographic expression of the underlying structural features) and is not seismic-related. Bedding-plane faults (a term referring to minor faults which parallel the surfaces of deposition) are common in the Friars Formation and also do not represent a seismic hazard. However, they are believed to be a significant factor in slope and landslide stability, both in the geologic past and at present.

2.2 Geologic Hazards

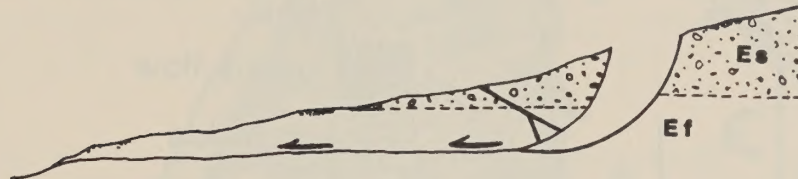
The most significant geologic hazard to existing and future developments in the City of Santee is landsliding and slope instability in the Friars Formation. The clayed content of this formation is typically weak and prone to sliding. The overlying Stadium Conglomerate, although itself resistant to landsliding, may be carried with the underlying Friars Formation as a landslide occurs. Other hazards within the City include mud or debris flows and groundwater and seepage.

2.2.1 Landslides

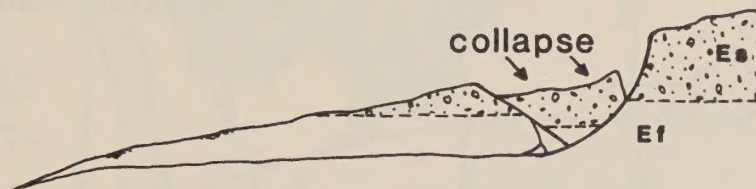
Landslides are defined as any mass movement of earth below the soil mantle and are believed to be a response of weak claystones to intense rainfall and high water table conditions. In general, landslides occur throughout the area underlain by Friars Formation. This geologic hazard is illustrated in Figure 21. Known landslides in the study area exist north of Carlton Hills Boulevard and on both sides of Fanita Drive along the south-central City boundary (see Figure 22.). These landslides are estimated to be 8 to 30 thousand years old. The



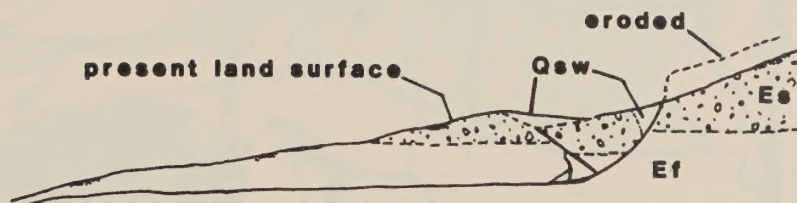
1. prior to sliding



2. after sliding



3. collapse of head area to form graben



4. erosion and deposition at head to form topographic bench

- Qsw** slopewash
- Es** stadium conglomerate
- Ef** friars formation

Not to Scale

Source: after Hart M.W., 1972

Prepared by: Mooney-Lettieri & Associates



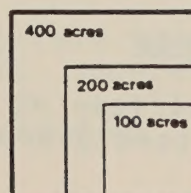
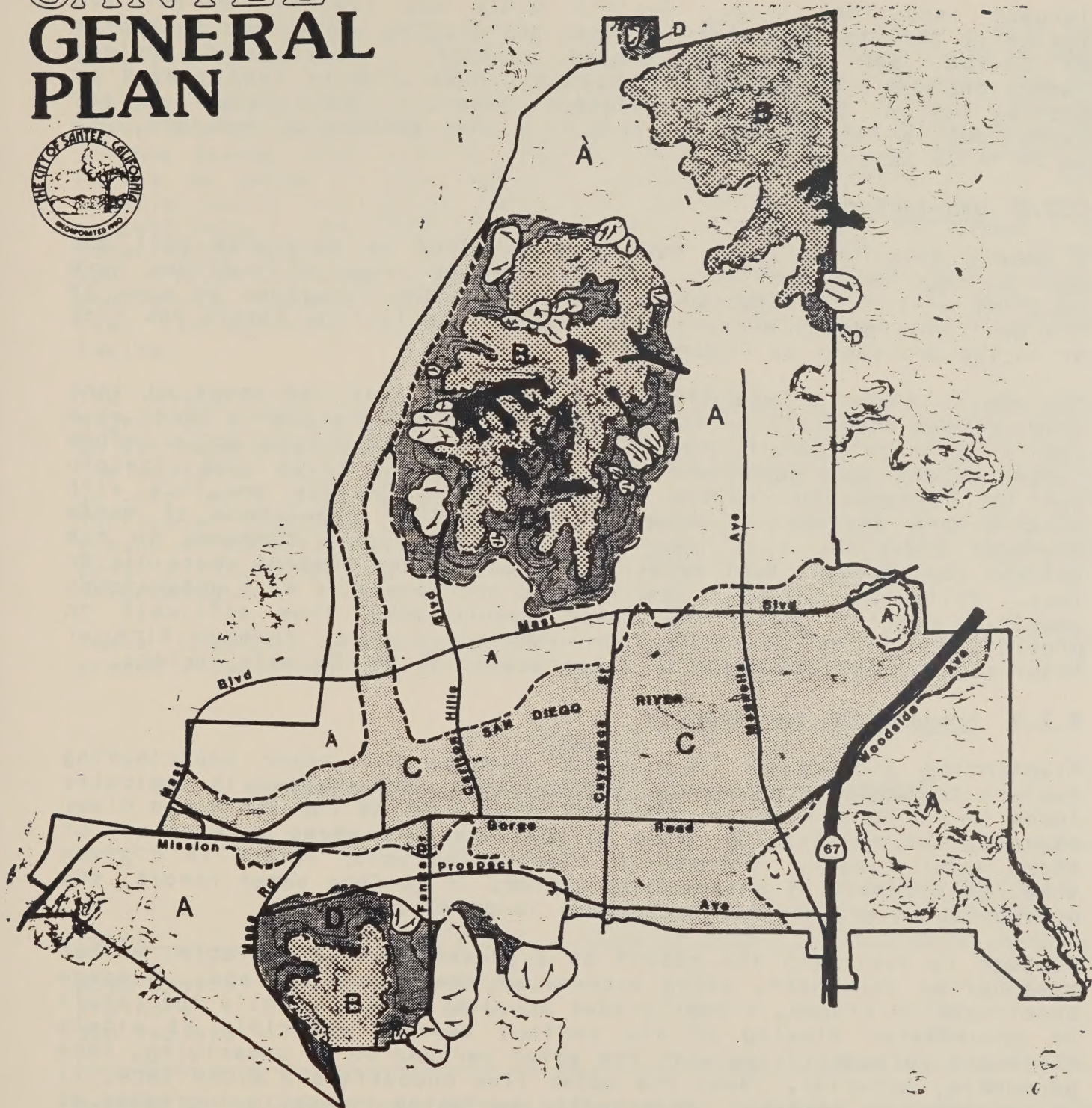
SEISMIC HAZARDS AND STUDY AREAS

- note: A,B,C,D refer to table 21,
geotechnical studies required,
seismic safety element

Prepared by: Mooney-Lettieri & Associates

[illegible]

CITY OF SANTEE GENERAL PLAN



largest landslides (i.e., Carlton Hills and Fletcher Hills) are typically 1000 to 1500 feet in width and length, and extend to depths of 50-100 feet below the ground surface. Reactivated ancient landslides and newly-created landslides have usually been caused by grading or a rise in groundwater level. Reactivated ancient landslides in Santee have resulted in either partial or complete loss of 20 to 30 homes.

2.2.2 Debris Flows

A debris flow is a rapid downslope movement of saturated soil and near-surface rock debris. Numerous debris flows or mudflows have occurred within the Stadium Conglomerate. The locations of some of the most significant areas susceptible to debris flow within the City of Santee are shown on Figure 22.

The debris flows or mud flows are initiated near the crest of very steep ridges underlain by Stadium Conglomerate and probably occur as a result of high-intensity rainfall. As the near-surface soils become saturated and pore-water pressure increases, the soils lose strength and fall relatively rapidly to form a river of mud and rock with considerable destructive power. The physical appearance of these features indicates that they are relatively young compared to the ancient landslides. Most appear to be only a few hundred years old or less. While the causes of debris flows are generally well understood, specific details concerning these events make them difficult to predict. High rainfall, loss of vegetative cover through fire or other causes, and steepness of slope appear to be the main factors.

2.2.3 Groundwater and Seepage

Fluctuating groundwater levels and seepage are major contributing factors to landsliding in the Santee area. Groundwater is typically found in the deep alluvial drainage areas such as the San Diego River channel, but may also be found in shallower drainages as a result of storm water runoff. Because of fluctuating water levels in a given area, as a result of seasonal variations in surface water runoff, the prediction of groundwater occurrence is difficult.

Seepage is typically the result of a groundwater water table, either seasonal or permanent, being exposed at the ground surface. Seepage conditions in slopes, either graded or natural, are usually the result of groundwater flowing at the contact between materials of widely different permeabilities with the water perched on an underlying, less permeable, material. When the water flow encounters a slope face, it is evidenced as seepage. Groundwater surfacing typically increases as a result of development, particularly increased irrigation. It should be noted that groundwater-related problems may occur after development in areas where no such problem previously existed.

2.3 Seismic Hazards

Seismic hazards pertain to those hazards to life and property caused by earthquake-induced ground shaking.

No active or potentially active faults are known to occur within or adjacent to the City of Santee. However, as is the case in all areas of California, the City is subject to periodic seismic shaking due to movement along regional active faults. The three regional faults which are considered capable of producing significant ground shaking in the Santee area are the Rose Canyon, Elsinore, and San Jacinto Faults as shown in the Technical Appendix. The Elsinore and San Jacinto Fault lie approximately 28 and 50 miles east of Santee, respectively. The Rose Canyon Fault, located near the coast, is potentially active in that it is known to have offset geologic units two million to eleven thousand years old (Pleistocene age). Most geologists, however, believe that the Rose Canyon Fault is active, but that its activity level is far below the other two major active faults.

The intensity of seismic shaking can be measured in terms of Richter Magnitude or Modified Mercalli Intensities. The Richter scale rates an earthquake between 1 and 10 (10 being worst case) at its epicenter. The Mercalli scale has been more widely used in recent years because of its more direct relationship to actual ground effects at a particular location. The Modified Mercalli Intensities rate the ground effects on a scale of one to twelve (I-XII), with corresponding descriptions (see the Seismic Safety Technical Appendix for further information).

Table 13 which follows, presents a predicting model of potential ground effects for each of the three active faults.

TABLE 13
Potential Ground Effects of three Active Faults

<u>Fault</u>	<u>Repeat Interval</u>	<u>Richter Magnitude (greater than)</u>	<u>Modified Mercalli Intensities (not greater than)</u>
Rose Canyon	5000 yrs.	6.0	VI
Elsinore	60 yrs.	7.3	VII
San Jacinto	---	7.8	VII

According to these conclusions, the major Elsinore and San Jacinto Faults are capable of producing an earthquake with intensity VII on the Modified Mercalli scale. Based on this intensity (damage) scale, the corresponding description or resulting effect is as follows:

"Everybody runs outdoors. Damage negligible in buildings of good design and construction; slight to moderate in well built ordinary structures; considerable in poorly built or badly designed structures. Some chimneys broken. Noticed by persons driving motorcars."

Hazards relating to earthquake activity include liquefaction, seismically-induced settlement and landslides, possible dam failure and subsequent flooding as discussed below.

2.3.1 Liquefaction

Within the City of Santee, the soil deposits that may be susceptible to liquefaction are the alluvial soils found in the San Diego River and its tributary channels. The general extent of the liquefaction susceptible materials is shown on Figure 22. Although all major deposits of alluvial soils have been shown on Figure 22 as being susceptible to liquefaction, some areas may have a water table sufficiently deep or may have particular soil conditions that result in a very low potential for liquefaction based on the anticipated maximum intensity of shaking for the area. In general, it is felt that for deposits with a water table below a depth of about 25 feet, a seismic event would have to be especially strong for liquefaction to occur and, therefore, these deposits will have a low potential for liquefaction as a result of the maximum events anticipated.

Liquefaction related distress can range from small, localized areas, wherein specially designed structures may not experience extensive damage, to liquefaction within a large area resulting in lateral movement of the deposit and subsequent heavy damage to any affected structures.

2.3.2 Seismic Induced Settlement

Seismic induced settlement is very closely related to liquefaction in that loose sands and silts below the water table may tend to settle or densify as the result of ground shaking. As a consequence, the structure of the unconsolidated soil tends to become more compact and ultimately the soil begins to undergo deformations. If the soil is loose, the deformations (settlement) can be quite large, as much as 20 percent.

As with the susceptibility to liquefaction, the soils most susceptible to seismically induced settlement within the Santee area are the loose alluvial soils of the San Diego River and its tributaries. The limits of these soils are indicated on Figure 22 as soils susceptible to liquefaction.

2.3.3 Seismic Induced Landslides

Seismically induced landslides are common in areas of high seismicity near the earthquake source. Over 1000 such landslides occurred during the 1971 San Fernando earthquake in the foothills of the San Gabriel Mountains above the San Fernando Valley (Morton, 1971). Since Santee is located far from any major active faults, the potential for landsliding caused by earthquakes is considered to be very low.

2.3.4 Seismic Induced Dam Failure

The central portion of the City is located in the San Diego River Valley below the San Vicente and El Capitan Reservoirs. The San Vicente Dam is a concrete structure located approximately 5 miles northeast of the City, and the El Capitan Dam is an earthfill structure located approximately 8 miles east of Santee.

No seismically hazardous conditions are known to exist at either structure; however, a complete study of this subject should be made. Information concerning the safety of these dams, which is reviewed annually by the California Department of Water Resources, Division of Dam Safety, may be obtained from that Department.

3.0 NEEDS

Within the City of Santee there exists potential geologic problem areas, indicated on the Geology Map, Figure 22.

The geographic areas within the City of Santee of primary concern include those properties north of Carlton Hills Boulevard, and those located on both sides of Fanita Drive along the south-central City boundary.

These areas are underlain by the Friars Formation and are potentially susceptible to landslide or debris flow. Other areas of concern include those properties along the San Diego River and along the Sycamore Canyon Drainage Sub-Basin. These areas are overlain by alluvial soils and are susceptible to liquefaction.

While the certainty of occurrence, timing, and degree of significance of geologic and/or seismic hazards cannot be accurately predicted at this time, it is possible to take appropriate actions which may minimize the loss of life and destruction of property within the City caused by geologic or seismic hazards.

Because there are potential geologic hazard areas within Santee, the implementation of an adequate project review system is needed. The purpose of a review system would be to provide a methodology for evaluating the seismic/geologic compatibility or acceptability of a particular structure type within a specific site.

As a first step, this review system should determine a level of geologic or seismic risk that can be accepted for each type and/or function of a structure. Since geologic or seismic risks do not lend themselves to full mitigation, it is incumbent upon the City to determine the type and extent of specific geologic or geotechnical investigations required for all future development and redevelopment proposals. This could be more fully emphasized through the environmental review process as mandated by the California Environmental Quality Act (CEQA), California Administrative Code, Title 14, Division 6. Implementation of these procedures will enable a determination to be made of what areas within the City of Santee are acceptable for particular structures and land uses in terms of geologic/seismic safety.

In association with these review steps, the City, through the Development Review process could place specific design conditions upon each project development, where appropriate, to ensure acceptable avoidance or mitigation of potential geologic hazards.

Potential seismic hazards within the City associated with movement along regionally active faults can neither be prevented nor predicted with any certainty. However, the existing City of Santee Emergency Plan needs to be reviewed and updated periodically to ensure that it continues to meet the changing needs of residents, transportation systems and public services in the event of a seismically induced emergency.

4.0 GOAL

The Seismic Safety Element Goal is to minimize the loss of life and destruction of property in Santee caused by seismic and geologic hazards.

5.0 OBJECTIVES AND POLICIES

Objective 1.0

Assure that the project review process allows for consideration of seismic and geologic hazards as early as possible.

Policy 1.1 The City should utilize existing and evolving geologic, geophysical and engineering knowledge to distinguish and delineate those areas which are particularly susceptible to damage from seismic and other geologic phenomena.

Policy 1.2 The City should ensure that if a project is proposed in an area identified herein as seismically and/or geologically hazardous, the proposal shall demonstrate through appropriate geologic studies and investigations that either the unfavorable conditions do not exist in the specific area in question or that they may be avoided or mitigated through proper site planning, design and construction.

Policy 1.3 The City shall require that all potential geotechnical and soil hazards be fully investigated at the environmental review stage prior to project approval. Such investigations shall include those identified by Table 21, Geotechnical Studies Required and such soil studies as may be warranted by results of the Initial Environmental Study.

6.0 IMPLEMENTATION

The implementation of an effective geologic/geotechnical review process necessitates the development of a methodology for determining the level of geologic risk or hazard associated with the development of various types and/or functions of structures within particular (geologic) areas within the City of Santee. This review process shall include:

- (1) A classification of structure types or functions relative to their sensitivity to potential geologic risk.
- (2) Minimum Suggested requirements for the level of geotechnical investigation for various combinations of site location and type of structure or development.
- (3) Design considerations which can be integrated into the proposed project to adequately mitigate potential geologic hazards.

The factors requiring consideration are the type and/or function of a structure, the presence of geological hazards at the proposed site and the level of risk that can be accepted. In areas of potentially higher risk or where more critical structures are planned, special design considerations will be necessary to reduce the level of risk to an acceptable factor. The intent is not to condemn an area as being impossible to develop, but is intended to provide a basis for evaluating specific site/structure combinations and to discourage those that are unfavorable.

Implementation of steps (1) and (2) of the aforementioned review process can be accomplished through implementation of those actions stated in Table 14, Geotechnical Studies Required. This Table indicates the minimum suggested requirements for the level of geotechnical investigation for various combinations of site location and type of structure or development.

Critical structures, as shown under Group I in the Table, are primarily emergency facilities that must remain in service in the event of a disaster, and any large structures intended for high occupancy. Nuclear power plant site considerations are not included in this category but would be covered under Federal regulations. In regard to seismic investigations for critical structures, very thorough studies should be conducted. These studies should be performed in accordance with "Guidelines to Geologic/Seismic Reports," California Division of Mines and Geology (CDMG), Notes Number 37 and "Recommended Guidelines for Determining the Maximum Credible and the Maximum Probable Earthquakes," CDMG Notes Number 43.

TABLE 14

Geotechnical Studies Required

Type of Structure/Land Use

Map Symbol*	Group I	Group II	Group III
A	GI-SI-SS	GR-SI	GR
B	GI-SI-SS	GI-SI	GR
C	GI-SI-SS	GI-SI-SS	GR
D	GI-SI-SS	GI-SI	GR

Group I - Critical facilities: hospitals, fire and police facilities; power generating stations; communication facilities; high-rise structures; municipal government centers; and other high occupancy structures.

Group II - Residential (single-family, small apartment, motel), small commercial and industrial structures; roadways, and smaller government facilities.

Group III - Relatively insensitive to risk: golf courses, parks, warehouses, landfill areas (landfill areas may require detailed geologic study for environmental consideration).

* - refers to Figure 22., Seismic Hazards and Study Areas Map.

Legend:

GR - Geological Reconnaissance

1. conducted during initial planning stages;
2. performed and certified by a Certified Engineering Geologist (CEG), or Registered Geologist (RG) in the State of California;
3. includes a literature search (available reports, published geologic maps, aerial photographs), i.e., research on existing problems in the area; and a field inspection to identify/assess potential geologic hazards requiring further study;
4. recommends the scope for additional geotechnical studies.

GI - Geological Investigation

1. can be conducted during the environmental review process, but usually occurs at the tentative map stage:

2. performed and certified by a Certified Engineering Geologist (CEG) or Registered Geologist (RG) in the State of California;
3. considers the conditions of preliminary grading plans, i.e., hazardous building sites, stabilization, excavation and/or avoidance of hazardous soil types;
4. includes subsurface testing, laboratory analysis and special design criteria.

SI - Soil Investigation

1. normally conducted in conjunction with geologic investigations;
2. report prepared under authority of and signed by licensed Civil Engineer specializing in soils engineering;
3. considers final grading plans;
4. includes subsurface testing, laboratory analysis, and special design criteria.

SS - Seismic Study

1. similar requirements as with geotechnical/soils investigations;
2. conducted in accordance with guidelines set forth by the California Division of Mines and Geology.

Structures with relatively lower occupancy and subsequent higher level of risk acceptance would require relatively less consideration or study. These structures or developments are shown as Group II structures.

The land uses shown in Group III are those which are relatively insensitive to geologic or seismic risk.

Step (3) of the review process can be implemented through the environmental review process as mandated by the California Environmental Quality Act (CEQA). CEQA requires that all significant environmental effects of a proposed project, including geologic and soil conditions, be identified and discussed. The Act also requires that identified significant effects be adequately mitigated. The procedure would consist of a review to ensure that all pertinent geotechnical considerations had been adequately addressed and that appropriate land use and design considerations or siting alternatives be integrated into the project to mitigate identified geologic hazards. The reviewer could be geotechnical personnel employed directly by the City or a private geotechnical consulting firm under contract to the City specifically in a project review capacity.

Further Study

1. As additional geotechnical studies are conducted in the Santee area, the Seismic Safety Element should be updated and refined. In addition, it is recommended that the City maintain a master geotechnical map on which all information concerning the location of landslides, faults, and potentially liquefiable areas is located and could be added to as new information is gained from geotechnical reports submitted for review.
2. Review and update of the Zoning Ordinance should be undertaken to ensure that it adequately addresses seismic safety issues geologic site conditions and geotechnical mitigation procedures identified in the General Plan.

PUBLIC SAFETY ELEMENT

1.0 INTRODUCTION

1.1 Summary

Within the City of Santee, community growth and development is anticipated to increase as the attractiveness of this environmentally and topographically diverse Community continues to promote population growth. With the ongoing growth and development, and the associated potential public safety considerations, the City has developed a Public Safety Element in response to public safety concerns. The public safety considerations addressed within the Element include: flooding, fire hazards, hazardous materials, crime prevention, traffic safety, aircraft safety and disaster preparedness.

1.2 Purpose

The purpose of the Public Safety Element is to reduce loss of life, injuries, and damage to property resulting from natural and human-caused public safety hazards. The Public Safety Element utilized in conjunction with the Seismic Safety Element, addresses the full scope of potential hazards facing Santee.

The Element is designed to identify areas where private and public decisions on land use, need to be responsive to potentially hazardous conditions. It further serves to inform individuals, firms and public agencies of Santee's policies regarding the type of land use permitted, how and where to build public facilities and what types of services should be provided.

1.3 Authorization

Government Code Section 65302(g) requires each California city and county to include within its General Plan, a Public Safety Element which promotes the protection of the community from flooding, fires, crime, traffic and aircraft accidents and other identified hazards.

2.0 EXISTING CONDITIONS

2.1 Flood Hazards

2.1.1 Rivers and Creeks

Flooding in Santee could result primarily from four conditions or a combination of them: (1) heavy, prolonged precipitation; (2) the collapse or leakage of a dam; (3) a degraded watershed or drainage system; (4) a release of water from upstream dams. In the Upper San Diego River Basin, one of the most serious watershed management problems arises from uncontrolled fires. The fires remove thick underbrush and chaparral, stripping the moisture-retaining ground cover from the soil. Peak runoff from the barren slopes increases and soil erosion takes place.

Santee has basically five waterways: the San Diego River, Forester Creek, Sycamore Creek, and intermittent creeks paralleling Big Rock Road and Fanita Drive shown on Figure 23. The floodplains of the San Diego River and Forester Creek were last mapped in 1973 by the San Diego County Flood Control District, and the District is currently in the process of remapping them, since extensive changes have occurred in the floodplains as a result of development. The Federal Emergency Management Agency mapped the San Diego River and Forester Creek in 1982 as part of the National Flood Insurance Program. Figure 23. reflects that mapping plus all known changes that have been made to the floodplain to date.

It is estimated that in the City there are a total of 810 acres within the floodplain of the San Diego River, roughly 347 within the floodway and 463 within the floodplain fringe. The Forester Creek floodplain is estimated to have a total of 90 acres, roughly 31 acres within the floodway and 59 acres within the floodplain fringe. The low flow channel of Sycamore Creek is estimated to cover roughly 42 acres (also shown on Figure 23.). The low flow channel of the creek parallel to Big Rock Road covers roughly 5 acres. The portion of the low flow channel of the creek parallel to Fanita Drive that is within Santee covers roughly 2.8 acres.

There are a variety of existing and designated land uses (i.e. residential, commercial, and industrial) located within the floodplain areas of these five waterways. Many of these uses would be susceptible to flood damage (depending upon their siting and design considerations) in the event of a 100-year flood.

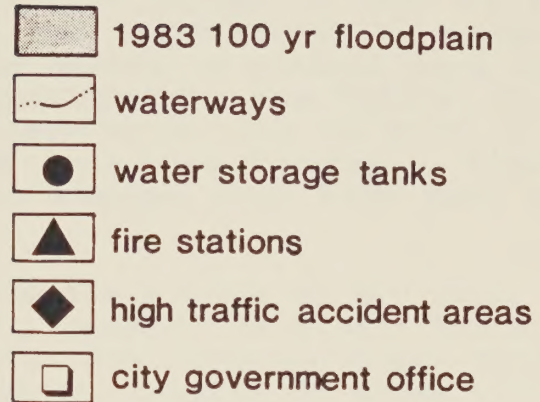
Historical flood records indicate extensive flood damage to surrounding areas in Santee associated with flood events along the San Diego River. Forester Creek has also experienced flooding and associated flood damage, especially to roadways.

2.1.2 Water Reservoirs

Padre Dam Municipal Water District maintains four water reservoirs within Santee. The Charles C. Price Reservoir, located just east of State Route 67 and Via Madonna, is the largest, with a capacity of 15.5 million gallons. It is situated on top of a hill and is below ground level. The Carlton Hills Reservoir, an above-ground water tank located just north of the current northern terminus of Carlton Hills Boulevard, holds up to 2.43 million gallons. The Sunrise Reservoir, an above-ground tank located just south of Mast Boulevard and east of Ramsgate Way, has a capacity of 2.0 million gallons.

The Fanita Reservoir, an above-ground tank located just south of the southern terminus of Organdy Lane, holds up to 1.5 million gallons. Each of the reservoirs is located on the top of a hill in order to minimize the need for pumps. In the event of the failure of any of the reservoirs, the land adjacent to and below the ruptured reservoir could be flooded. Inundation studies for each of the reservoirs have not been completed. The reservoirs are shown on Figure 23. The

PUBLIC SAFETY

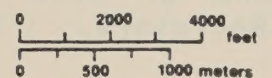
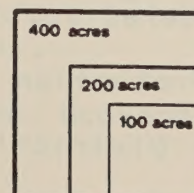


Source: City of Santee

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CITY OF SANTEE GENERAL PLAN



Carlton Hills Reservoir is the farthest from any existing homes, roughly 1,000 feet from the homes on Swanton Drive. The Fanita Reservoir is about 600 feet from the nearest homes on Shantung Drive. The Charles C. Price Reservoir is roughly 200 feet from existing homes. The Sunrise Reservoir will be roughly the same distance from future homes constructed as part of the approved Deerpark-Santee Unit 3 development just east of the reservoir.

In addition to the reservoirs within Santee, the City could also be subject to flood damage from failure of two above-ground water storage tanks located near Grossmont College, just south of the City. Each holds 2.5 million gallons of water. Located in the southeast quadrant of the intersection of Grossmont College Drive and Fanita Drive, one of the tanks is owned by the Padre Dam Municipal Water District; the other is owned by the Helix Water District.

Padre Dam Municipal Water District is currently planning for the storage of an additional four million gallons of water on a hill just west of the west end of Woodglen Vista. Known as the Cuyamaca Reservoir, this site would contain two above-ground tanks, each holding two million gallons. The nearest homes would be roughly 1400 feet to the east. When the northern portion of the City is developed, additional water storage facilities will be required.

The location of El Capitan Dam, roughly 10 miles upstream from Santee, includes an additional potential flood hazard above the normal hazard potential for the San Diego River flooding. Built in 1935 by hydraulic fill methods, the dam is rock-filled, with a clay core. It has a storage capacity of 116,500 acre-feet of water at the spillway elevation of 750 feet above mean sea level and a drainage area of 190 square miles. Because of the failure of a large hydraulically filled dam in Los Angeles in 1971, the State's Department of Water Resources' Division of Safety of Dams requested all owners of hydraulic fill dams to conduct an investigation of the safety of their dams under seismic loading. The study of El Capitan showed that the maximum water surface elevation should be 720 feet, with the spillway at 750 feet. The maximum elevation was established at 720 feet and that is now considered to be the permanent storage elevation.

2.2 Fire Hazards

The Santee Fire Protection District currently provides fire protection and paramedic services to all of Santee, as well as roughly two square miles adjacent to Santee in the Pepper Drive area. The District employs roughly 0.78 firefighters for every 1,000 people. When the District was last surveyed by the Insurance Services Office (ISO) in 1974, it received a Class 3 rating, while the City received an overall Class 4 rating. Based upon the ISO rating system of 1 to 10, where 1 is the highest rating and 10 is the lowest, the Santee Fire Protection District is considered to offer adequate service.

The Santee Fire Protection District currently maintains two stations, one at 8950 Cottonwood Avenue and another at 9312 Carlton Hills Boulevard. The District's response times vary within the City.

However, all areas of the City can be reached within three to five minutes.

Santee's location in Southern California, surrounded by much natural land, makes it a high fire hazard area. In addition, there are a large number of brush-covered hillsides in Santee that are not easily accessible, adding to Santee's fire hazards. The most common type of fire in Santee is the Class A or Common Combustible fire, which starts with common combustible materials such as wood, cloth, household furniture, brush, etc. A significant fire, one which burns a minimum of 500 acres and requires the heavy use of mutual aid resources, occurs in Santee roughly once every three years. The Carlton Hills and San Diego Rattlesnake Mountain areas, both of which are brush-covered hillsides that are somewhat inaccessible and elevated (exposed to winds), have a higher than average proportion of the fires in Santee. Roughly 80 percent of the fires in Santee are in the single family residences, and randomly located throughout the City.

The Fire District has a signed automatic aid agreement on first alarm or greater responses with the Lakeside Fire Protection District. In addition, a second alarm or greater agreement is in effect with the cities of El Cajon, La Mesa, and Lemon Grove and the Lakeside and Spring Valley Fire Protection Districts. The District is also part of both the San Diego County and State of California Master Mutual Aid Agreements and maintains a separate agreement with the California Department of Forestry.

The Santee Fire Protection District has a weed abatement program which begins in April of each year. At that time, the area is surveyed for properties having weeds that have grown to such an extent that a fire hazard is created. Property owners are notified and given time to remove the weeds. If the weeds are not removed by the owner within the designated time frame, the Fire District hires a weed abatement contractor to undertake the removal and charges the applicant.

The Santee Fire Protection District requires a minimum pressure flow of water for fire protection, with the amounts varying with the type of development. Single-family detached houses require a flow of 1,000 gallons per minute; duplexes require 1,500 gallons per minute, multi-family units (condominiums and townhouses) require 2,500 gallons per minute. The required fire flow for commercial, industrial, manufacturing, and large apartment buildings vary and are based on the necessary fire flow for the particular occupancy. It varies between 1,000 and 6,000 gallons per minute, depending on type of construction, the type of use, and any built-in fire protection (sprinklers, etc.).

There are currently no firefighting water flow pressure problems in Santee. However, in the future much of the development may occur on the tops or sides of hills in the northern part of the City. It is recommended that new development should avoid or minimize the need for pumps in order to get the required fire flow.

The Santee Fire Marshal reviews proposed subdivision developments, multiple residential, commercial and industrial projects to ensure adequate fire hydrant locations, water flow pressure, access for emergency vehicles, and that other requirements of the Uniform Fire Code are met.

In addition to providing fire protection, the Santee Fire Protection District provides emergency medical aid. All firefighters are certified to the Emergency Medical Technician level, as required by the State. The district maintains one mobile intensive care paramedic unit and two certified paramedics on duty 24 hours a day. The unit is maintained at Station 1, on Cottonwood Avenue. Automatic backup is obtained from either the Lakeside Fire Protection District or the City of El Cajon Fire Department.

2.3 Crime Hazards/Traffic Hazards

Police protection for Santee residents is provided by the County Sheriff's Department, which operates out of the Santee Substation on Cuyamaca Street. The ratio of officers to population in Santee is 1:12,000. This is higher than the County average of 1:13,275, and Santee has quicker response times than the overall County average. Santee has two beats, one for law enforcement; and another for traffic enforcement. The average priority call response time for Beat 4 (law enforcement) is 8.2 minutes; the average for Beat 15 (traffic law enforcement) is 7.5 minutes. For backup assistance, deputies first call on additional beats operating out of the Santee station. If additional help is needed the downtown Santee Sheriff's office is called and that office puts out calls to adjacent jurisdictions and calls in the volunteers (reserves).

Thefts and burglaries are by far the largest crime problem in Santee, although Santee's crime rate is less than the average for the County as a whole. Higher density areas tend to have more property-related crimes than do single-family areas, with businesses being the main target for burglaries. Roughly half of all burglaries in Santee during the last year were along Mission Gorge Road, with the rest scattered throughout the City. The Sheriff's Department has initiated, and is responsible for, the Neighborhood Watch Program in Santee, which is aimed at reducing the number of burglaries.

There are roughly 108 miles of roads in Santee. Most streets are relatively new and do not have significant driving hazards. However, when the Sheriff's Department determines a road section in need of repair, it notifies the City Engineer, who is responsible for street repair.

The main cause of traffic accidents appears to be primarily related to traffic levels in association with the structural siting and design of buildings and land use characteristics. Most accidents occur on the major streets in or near intersections where traffic is the heaviest and turning movements are frequent. The area with the highest concentration of accidents is the intersection of Woodside Avenue/Mission Gorge Road and Magnolia Avenue, where commercial uses

exist and where much traffic from the northern residential areas is funneled toward State Route 67. The second highest concentration of accidents is at the intersection of Mission Gorge Road and Cuyamaca Street where many commercial uses exist and where traffic coming from residential areas and from El Cajon create a high traffic level.

For streets as a whole, Mission Gorge Road has by far the highest accident rate. As formerly alluded to, the high accident rate along this road can be partially attributed to the free standing strip type of commercial land uses along this roadway which, because of their siting and design requirements, exhibit numerous curb cuts for entrances and exits. The numerous exits and entrances utilized by commercial patrons and delivery vehicles, in conjunction with the extensive amount of commercial signage, results in an increase in conflicting traffic movements along this roadway, thereby contributing to increased vehicle accidents. Other sections of roads with high accident rates include the portions of Magnolia and Cuyamaca south of Mission Gorge Road and the portion of Magnolia between Mast Boulevard and El Nopal. The portion of Magnolia between Mast Boulevard and El Nopal is adjacent to Santana High School and a shopping center which may account for a high traffic count, increasing the potential for accidents.

2.4 Airport Hazards

The City of Santee is situated between two aircraft operation areas: Miramar Naval Air Station to the northwest and Gillespie Field to the immediate south. The San Diego Association of Governments (SANDAG), formerly known as the Comprehensive Planning Organization of the San Diego Region, has been designated as the region's Airport Land Use Commission. As such, it is responsible for preparing comprehensive land use plans for the area surrounding each airport within its jurisdiction, based on aircraft-produced noise impacts and aircraft-produced accident potential considerations.

SANDAG's Comprehensive Land Use Plan, NAS Miramar does not include Santee within any of the Accident Potential Zones identified in the SANDAG report, which are areas with highest accident potential.

Gillespie Field is a general aviation airport, primarily used for recreational and business purposes. The limit of 60,000 pounds per aircraft will continue to limit the airport to general aviation; there are no plans for it to become a commercial airport. Gillespie Field currently has roughly 200,000 operations (take-offs and landings) per year. This has dropped from the high of 300,000 in 1979, and is expected to rise to the Practical Annual Capacity (PANCAP) for its runway system of 450,000 by the year 2,000.

The Comprehensive Land Use Plan, Gillespie Field has designated "Airport Influence Area Impact Zones," which are areas that may be subject to noise and crash hazards from Gillespie Field. A portion of the south-central part of Santee has been determined to fall within the area impacted by the Airport (Figure 24.). A small portion of the City between the southern City boundary and Olive Lane has been

AIRPORT HAZARDS

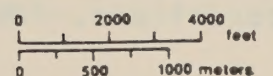
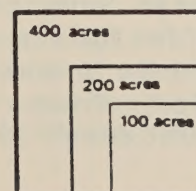
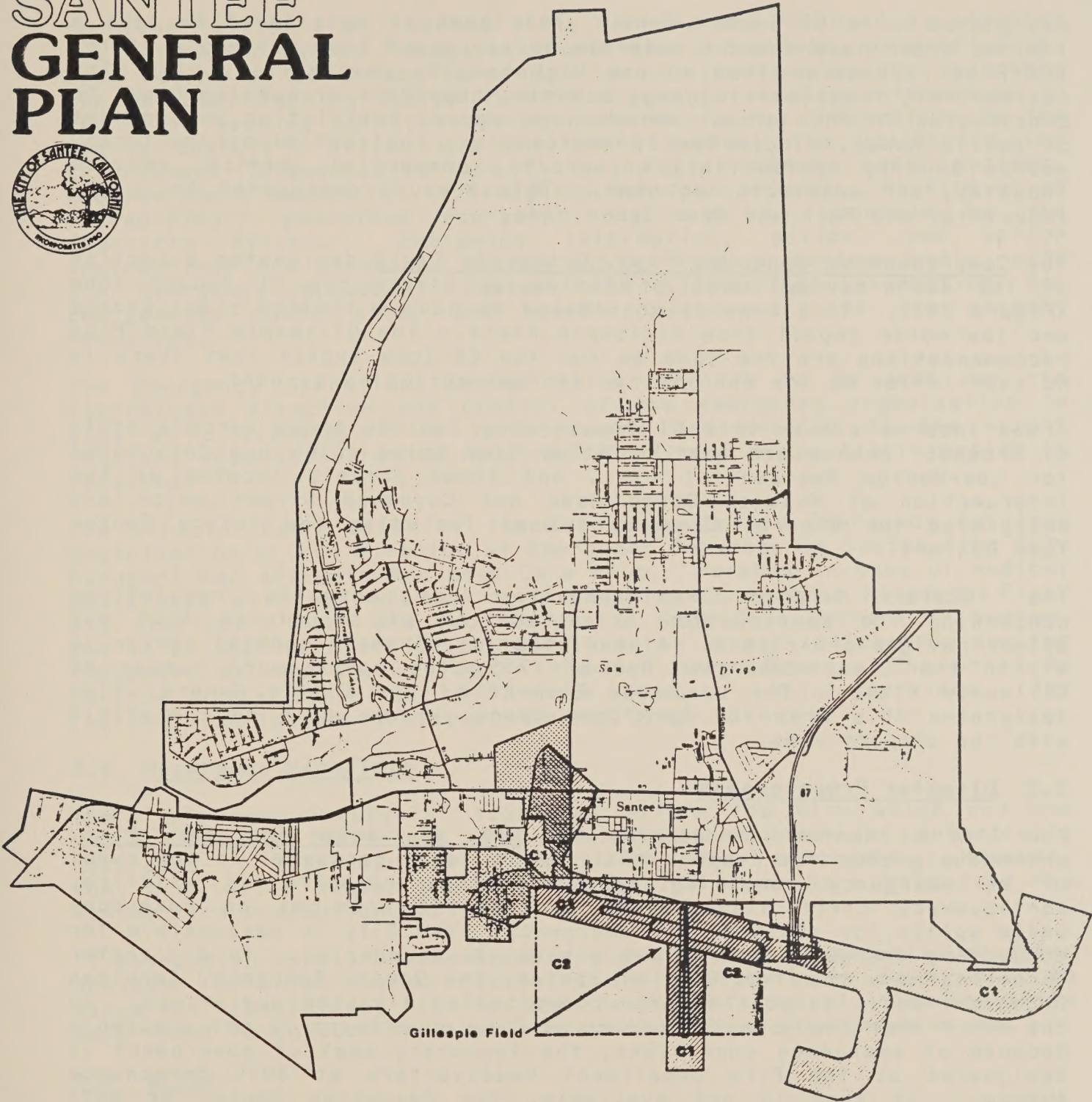
	limited crash hazard low noise impact
	limited crash hazard moderate noise impact

 land uses potentially incompatible with airport impact zones

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designated as a C2 Impact Zone. This zone is considered to have a limited crash hazard and a moderate noise impact from Gillespie Field. The Plan recommends that no new high density residential, high rise residential, transient lodging, schools, hospitals or nursing homes be constructed in this area. It also recommends restricting development of mobile homes, single family residential, residential-agricultural, medium density residential, university, commercial, office, service industry, and manufacturing uses. This area is designated for Light Industrial and Park and Open Space uses.

The Comprehensive Land Use Plan, Gillespie Field designates a portion of the south-central area of Santee as within the C1 Impact Zone (Figure 24.). This zone is considered to have a limited crash hazard and low noise impact from Gillespie Field. The Gillespie Field Plan recommendations are the same as for the C2 Zone except that there is no restriction on low density residential-agricultural uses.

Areas located within this C1 impact zone include those parcels south of Prospect Avenue and east of Atlas View Drive which are designated for Low-Medium Residential uses, and those parcels located at the intersection of Mission Gorge Road and Cuyamaca Street which are designated for General Commercial uses including the future Santee Town Center.

The Federal Aviation Administration has specific regulations concerning the construction or alteration of structures that may affect navigable airspace. A small portion of south-central Santee is within the Clear Zone for Runway 1735, the north-south runway at Gillespie Field. The Land Use Element of the City's General Plan designates this area for Park/Open Space, which would be compatible with the airport uses.

2.5 Disaster Preparedness

The City of Santee has adopted the City of Santee Emergency Plan, which designates the responsibilities to local personnel in the event of an emergency resulting from flooding, uncontrolled wildfire, earthquakes, civil disturbances, accidental chemical or hazardous waste spills, or state of war emergency. The City is responsible for conducting emergency operations within its boundaries. In a disaster involving more than the City of Santee, the County Emergency Services Organization is responsible for coordinating disaster operations. In the event that the normal location of City government is not available because of emergency conditions, the temporary seat of government is designated as the Fire Department Headquarters at 8950 Cottonwood Avenue. If that is not available, the Education Center at 9625 Cuyamaca would be used.

In the event that the United States is in a state of war, the State Office of Emergency Services determines and disseminates readiness conditions, which designate progressive phases and initiates specific procedures for orderly transition from peacetime to wartime readiness. Readiness Condition Four is in effect during normal peacetime conditions. Announcement of Readiness Conditions Three and Two are

received initially at the Sheriff's Office, and followed by official public announcements. Readiness Condition One exists, automatically, upon notice of an attach warning or a proclamation by the Governor. The National Warning System (NAWAS) transmits warning information to the state warning point, which then transmits the information to the County Sheriff's office via the NAWAS system, the California Law Enforcement Telecommunications System, Public Safety radio systems, and the Radio Amateur Civil Emergency Services network. Warning of an extraordinary peacetime emergency may also be received by the Sheriff's Office. Emergency information, advice, and action instructions are announced to the public through various media, with the Emergency Broadcast System, the Lifesaving Information for Emergencies radio stem, and mobile loudspeakers as the primary resources.

The Emergency Operations Center is a facility to be used for the centralized direction and control of the emergency organization in case of a disaster. It is activated and staffed to the extent required when an Increased Readiness Condition or an Alert Warning is received.

The Director/Coordinator of the San Diego County Emergency Services Organization or the Director of Emergency Services in Santee (the City Manager) can activate the mass Care Plan. Persons in need of medical assistance will be referred to a Casualty Collection Point or First Aid Station. There are two designated Mass Care Centers in Santee. One is at Chet Harritt School, 8120 Arlette Street, which provides for residents on the south side of the San Diego River. The other is Carlton Hills School at 9353 Pike Road, which provides for residents on the north side of the San Diego River.

2.6 Hazardous Materials

There are some industrial locations within the City which use and store flammable materials and chemicals that could be potentially hazardous if inappropriately mixed with other materials. However, they are few in number and are not considered to be a hazard by the Santee Fire Protection District.

If evacuation should become necessary due to a chemical spill or other accident in which Santee residents could potentially be exposed to dangerous conditions, it is the responsibility of the Sheriff's Department to conduct an orderly evacuation from endangered areas.

3.0 NEEDS

While it is not possible to create an environment free from safety hazards, steps can be taken to assume an adequate level of risk for citizens and property. This can best be accomplished by having a population which is aware of the hazards, and also of actions which might reduce or eliminate them. Those agencies within the City whose responsibility it is to further the health and well-being of Santee's residents need to continue striving for readiness in implementing any preventative or emergency actions which might be required.

Santee has five waterways which may continue to cause flooding problems. Since urban development generally creates more runoff than vegetated lands, it is important that future planning take into consideration the impacts of potential increased runoff. Any project proposed within a floodplain area should be subject to site plan review. In addition, flood control improvements planned for the San Diego River must be comprehensive in that the overall hydrologic requirements must be assessed prior to constructing any improvements.

Some homes could be damaged by water runoff from a rupture of any of the five water reservoirs discussed under Existing Conditions. It is important that future planning take into consideration the general direction of flow in the event of a rupture in any of the reservoirs and avoid the placement of buildings in those areas.

Santee's fire problems are primarily related to the large amount of vacant, brush-covered land within the City much of which is not easily accessible. In order to minimize this potential hazard, the existing weed abatement program should be continued. As development within these areas proceeds, adequate accessways are necessary to ensure fire safety.

A second problem is associated with the fact that a few areas do not have an adequate distribution of fire hydrants or would benefit if larger water lines were installed. This potential problem could be addressed through a periodic review of all existing facilities by the City of Santee Fire Chief and/or City Engineer.

Some of the older mobilehome parks within the City do not have adequate street widths for ease of access by fire fighting vehicles. This potential problem is, however, characteristic of this type of self-contained development. With future mobilehome developments, however, innovative project design considerations which could enable the development of adequately wide private streets could be made a condition of approval.

The most significant crime problems within the City include thefts and burglaries within higher density residential areas, and within businesses located along Mission Gorge Road. These problems can be addressed through the utilization of building design techniques and lighting which take into consideration defensible space strategies as well as through the continued promotion of the Neighborhood Watch Program.

Traffic accidents along Mission Gorge Road are primarily due to heavy traffic volumes in association with numerous entrances and exits along Mission Gorge Road, which results in an increase in conflicting traffic movements. This potential problem can be reduced through the consolidation of entrances and exists along this road, in association with the implementation of other traffic control devices including the utilization of center medians, left turn pockets and signalized intersections, all of which would serve to reduce the randomness of conflicting traffic movements thereby diminishing traffic accidents.

Portions of the south-central area of Santee are susceptible to aircraft noise and/crash hazards resulting from take-offs or landings at nearby Gillespie Field. Of particular concern is the area south of Prospect Avenue and east of Atlas View Drive which is designated for Low-Medium Residential uses and the area located at the intersection of Mission Gorge Road and Cuyamaca Street which is designated for General Commercial uses. Future developments proposed within these areas should be subject to specific site plan review which considers aircraft hazards.

The City has adopted an Emergency Plan, which provides specific implementation measures in case of any natural or human-induced disasters. Update of this Plan is an ongoing need which the City must undertake to maintain an adequate level of public safety.

4.0 GOAL

The goal of the Public Safety Element is to minimize injuries loss of life, and property damages resulting from natural and human-induced safety hazards.

5.0 OBJECTIVES AND POLICIES

Objective 1.0

Minimize injuries, loss of life and property damage resulting from flood hazards.

Policy 1.1 The City should encourage, within the floodplain, the use of innovative site design strategies which ensure minimizing flood hazards, maintain the natural character of waterways and maximize the use of water as a design feature.

Policy 1.2 All development proposed within a floodplain area shall be required by the City to utilize design and site planning techniques to ensure that structures are elevated at least one foot above the 100-year flood level.

Policy 1.3 All proposed projects which would modify the configuration of any of the three main waterways in Santee shall be required to submit a report prepared by a registered hydrologist that analyzes potential effects of the project downstream as well as in the local vicinity.

Policy 1.4 The City should encourage and support the expansion of the Federal Flood Insurance Program to include areas with potential for mudslides, so that the program would provide federal insurance protection for structures in mudslide hazard areas.

Policy 1.5 The City should actively pursue the improvement of drainageways and flood control facilities so as to lessen recurrent flood problems and include such public improvements in the Capital Improvements Program for the City.

Policy 1.6 The City should actively pursue the identification of flood hazard areas along Sycamore, Fanita, and Mesa Creeks and apply protective measures where necessary.

Policy 1.7 The City should provide staff support to aid in the identification of areas with the potential for mudslides, so that these areas can be included in the Federal Flood Insurance Program.

Policy 1.8 The City should require a hydrologic study, including the analysis of effects on downstream and upstream properties and on the flood-carrying characteristics of the stream, for development proposed in the floodplain.

Objective 2.0 Minimize injuries, loss of life and property damage resulting from fire hazards.

Policy 2.1 Proposed developments should be approved only after it is determined that there is adequate water pressure to maintain the required fire flow.

Policy 2.2 The City shall require the installation of all water systems, including pump stations, before construction can begin on an approved project.

Policy 2.3 The City shall require emergency access routes in mobilehome parks and planned developments to be adequately wide to allow the entry and maneuvering of emergency vehicles.

Policy 2.4 The City should support State legislation which would provide tax incentives to encourage the repair or demolition of structures which could be considered fire hazards.

Policy 2.5 The City should support the continuation of the existing weed abatement program.

Policy 2.6 The City shall ensure that the distribution of fire hydrants and capacity of water lines is adequate through periodic review.

Policy 2.7 The City should investigate establishment of a City Fire Department which would replace the services presently provided by the Santee Fire District.

Objective 3.0 Minimize injuries, loss of life and property damage resulting from criminal activities.

Policy 3.1 The City should encourage citizen participation in the Neighborhood Watch program.

Policy 3.2 The City shall encourage site planning to take defensible space into account (e.g., more than one entrance, adequate lighting, visibility of open space areas from dwellings, etc.).

Policy 3.3 The City should encourage the upgrading of building security requirements.

Objective 4.0 Minimize injuries, loss of life, and property damage resulting from traffic hazards.

Policy 4.1 The City should continue to participate through the Traffic and Safety Committee review of traffic safety problems and enforcement of parking regulations.

Policy 4.2 The City should promote the utilization of traffic control devices and other street design measures along busy roadways to regulate, warn, and guide traffic, thereby diminishing traffic hazards.

Objective 5.0 Minimize injuries, loss of life, and property damage resulting from airport hazards.

Policy 5.1 The City should work toward ultimately converting all land within the designated clear zone just north of Gillespie Field to industrial or open space uses.

Policy 5.2 The City shall require that all developments proposed within areas designated as C1 or C2 in the Comprehensive Land Use Plan, Gillespie Field, be subject to site plan review which provides features proposed to mitigate potential aircraft noise and crash hazards.

Policy 5.3 Any project proposed that is within the areas designated as C1 or C2 in the Comprehensive Land Use Plan, Gillespie Field should be sent to the San Diego Association of Governments for review in addition to City review.

Objective 6.0 Minimize injuries, loss of life, and property damage resulting from hazardous materials.

Policy 6.1 The City shall limit and control the manufacture, storage or use of hazardous materials in Santee through the Development Review process.

Objective 7.0 Ensure the efficient control of emergency operations during natural or human-caused disasters.

Policy 7.1 The City should undertake periodic disaster exercises in cooperation with appropriate State and Federal agencies.

6.0 IMPLEMENTATION

There are a variety of existing Federal, State and local programs and strategies which can be utilized within the City to reduce the potential public safety hazards described within this Element. Existing regulations and review procedures and other programs which can be undertaken within the City in response to identified public safety needs for each potential public safety hazard are described below.

6.1 Floodplain Management Regulations and Review Procedures

1. The Colby-Alquist Floodplain Management Act prohibits the placement of structures in the floodway, except for public utility or communication lines.
2. The City Zoning Ordinance applies the floodplain overlay designator to all property within the 100-year floodplain of the San Diego River and Forester Creek. The development of property within this zone is reviewed by the City Engineer to ensure that all building elevations are one foot higher than the peak flow level of a 100-year flood.
3. The City's Public Works Standards give specific requirements for design of drainage facilities to ensure they are properly sized to handle 100-year flood conditions.
4. The State Department of Water Resources' Division of Dam Safety inspects all dams in California.
5. In order for property owners within the City to qualify for Federal flood insurance, the City must have a program of identifying flood hazard areas and controlling development within these areas. The City has met these qualifications by maintaining up-to-date floodplain maps and controlling new development through the floodplain designator of the Zoning Ordinance and other provisions of the Municipal Code.
6. The Uniform Building Code, Subdivision Ordinance and Watercourse Ordinance regulate new development and other activities which may impact drainageways or flood control facilities.

6.2 Fire Hazard Regulations and Review Procedure

1. The Uniform Building and Fire Code adopted by the City provides fire protection standards for all construction with requirements for fire separation walls, special setbacks and, for some occupancies, interior sprinkler systems.
2. The Santee Fire Protection District administers a weed abatement program to limit fire hazards in and around developed areas.

3. City Building Inspectors and/or the City Fire Marshal inspect all new or altered buildings or structures to be sure they do not contain fire or safety hazards.
4. The Municipal Code includes regulations pertaining to emergency operations in case of fire, disaster or extreme peril.

6.3 Traffic Safety and Crime Prevention Laws and Codes

1. The California Highway Patrol is responsible for enforcing traffic laws on State Route 67.
2. The County Sheriff's Department is responsible for enforcing the State Vehicle Code and Penal Code within Santee.
3. The City Municipal Code includes provisions regulating the use of firearms and for emergency procedures during civil disturbances.
4. The City shall initiate discussions relative to defensible space considerations within the Development Review process.
5. The City has traffic and parking regulations to ensure the safe movement of traffic and emergency vehicle access.
6. The City shall utilize the environmental review process to determine traffic analysis requirements and improvements that may be necessary with all proposed development.

6.4 Airport Safety Regulations and Review Procedure

1. SANDAG, as the region's Airport Land Use Commission, reviews all projects and actions proposed within the boundaries of the designated Area of Influence for the Gillespie Field and the Miramar NAS Comprehensive Land Use Plans. The California Public Utilities Code provides that the Regional Airport Land Use Commission may conduct a hearing to determine a project's compatibility with an airport's Comprehensive Land Use Plan. SANDAG's recommendation is binding on the local agency unless its governing body overrules SANDAG's decision by at least a four-fifths vote.
2. The Federal Aviation Administration enforces standards for the construction or alteration of any structures that may affect the navigable airspace. Advisory Circular No. 70/7460-2G provides specific details on height limits at various distances from airports.
3. The Airport Approaches Zoning Law, contained in the California Government Code, includes regulations pertaining to land use in the vicinity of and within airports.

4. The City shall require site plan review for all development proposed within the Gillespie Field C1 or C2 Airport Hazard Zones to ensure that design features are incorporated into the site plan which specifically addresses aircraft crash and noise hazards.
5. Under the City's Zoning Ordinance, within the Gillespie Field C1 or C2 Airport Hazard Zones, the City shall consider the application of lower densities within the allowable residential density range.

6.5 Hazardous Materials Review Procedures

1. The City Development Review Ordinance procedures provide authority to regulate and limit the manufacture, storage or use of hazardous materials within the City.

6.6 Emergency Operations Strategies

1. The City has an adopted City of Santee Emergency Plan.

COMMUNITY DESIGN

**SCENIC HIGHWAYS ELEMENT
COMMUNITY DESIGN ELEMENT**

SCENIC HIGHWAYS ELEMENT

1.0 INTRODUCTION

1.1 Summary

The City of Santee does not include any officially designated existing State Scenic Highways within its boundaries. State Route 52 which is proposed to extend west to east throughout the City is, however, designated on the State Scenic Highways Master Plan map as an unconstructed State Scenic Highway eligible for designation. State Routes 52 and 67 throughout the City are designated as County Scenic Highways. In addition, there are a number of transportation corridors within the City which conform to the criteria discussed within the Implementation Section of this Element for designation as Local Scenic Roads.

While scenic highways have traditionally run through natural open-space areas, they can include routes that pass through interesting or unique or urban sites. As such, the Scenic Highways Element is closely related to the Circulation, Open Space and Land Use Elements. A scenic highway system can also include related facilities within the scenic corridors, such as bicycle and pedestrian trails, parks, roadside rests and information centers.

The scenic corridor through which the highway passes should have consistent, historic or aesthetic value during all seasons. Consideration should be given those highways or routes which are:

- State-local jurisdictional entry routes or portals;
- Predominantly utilized for recreation or vacation travel;
- Typical or demonstrative of varied scenic factors available within the jurisdiction;
- Utilized for one-day sight seeing/study trips.

1.2 Purpose

The Scenic Highways Element is a major tool used in identifying and developing programs to protect and enhance within and around the City those roadways which should be considered as local scenic highways, and when treated in the same manner as State Routes, they may, in time, be incorporated into the State System of Scenic Highways.

Land within a scenic road corridor is generally subject to some form of development control or restrictions relating to outdoor advertising, site design and architectural compatibility. The purpose of this Element is to provide for the development, establishment, and protection of scenic roads.

1.3 Authorization

State Government Code, Section 65302(h) mandates the General Plan of each California city and county to have "a Scenic Highway Element for the establishment and protection of scenic highways" within its jurisdiction.

2.0 EXISTING CONDITIONS

The following list of terms are used within the Scenic Highways Element:

State Scenic Highways are segments of State Highways that the Legislature has included in the Master Plan of State Highways Eligible for Official Scenic Highway Designation and the Director of the California Department of Transportation (Caltrans) has officially designated as such at the request of local government. The Scenic Highway Element can serve as basis for a request to Caltrans for a corridor study of a State Highway, leading ultimately to official State designation. It may also serve as the basis for a request to the Scenic Highway Advisory Committee within Caltrans that it recommend to the Legislature the inclusion of a particular highway in the State Master Plan.

County Scenic Highways are segments of county highways through unincorporated areas that the State Director of the Department of Transportation has officially so designated at the request of the County. To achieve this designation, the County must provide the same level of protection to the scenic corridor as required for designation as a State Scenic Highway. In this case, the Scenic Highway Element and the implementing ordinances and measures serve as the basis for the request. A county road may be designated in the County's General Plan as a Scenic Highway although it has not received official designation by the State. In this case, the County may develop its own criteria for designation and protection of the scenic corridor. These roads will not appear on the State's Master Plan and are not official County Scenic Highways.

Local Scenic Highways are segments of State Highways or local roads or streets the local government feels are of scenic significance. While scenic highways have traditionally run through natural open space areas, they can include routes that pass through interesting or unique urban sites. They can also include related facilities within the scenic corridors, such as bicycle and pedestrian trails, parks, roadside rest stops, and information centers.

A scenic road corridor is defined as the area of land generally adjacent to and visible from the road which requires protective measures to insure perpetuation of its scenic qualities.

The City of Santee does not have any officially designated State Scenic Highways within its boundaries. The State Scenic Highway Master Plan map does designate the portion of proposed State Route 52 (Soledad Freeway) within Santee as an unconstructed State Highway eligible for designation as a State Scenic Highway.

The County's Scenic Highway Element designates the entirety of proposed State Route 52 (Soledad Freeway) from the San Diego City limits to State route 67, as a County Scenic Highway. The portion within Santee was designated as a second priority route. Highway 67 which crosses the southeastern corner of Santee is designated as a third priority scenic highway within the County's Scenic Highway Element. (Amended by Resolution No. 110-85, adopted May 22, 1985)

3.0 NEEDS

3.1 State Scenic Highways

State Route 52 in the vicinity of Santee has been designated by the State as an unconstructed state highway eligible for designation as a State Scenic Highway. It is the only road in Santee that is presently under consideration for scenic route status at the State level. Upon determination of its ultimate alignment, this highway needs to be reviewed and a decision reached on its designation as a State Scenic Highway. The City needs to actively pursue discussions with the California Department of Transportation concerning this issue.

If, in the future, the City of Santee wishes to designate as a State Scenic Highway a road or highway that is not on the official map of California State and County Scenic Highways, it must first have the State Legislature designate it as a potentially eligible for designation. After the legislature has approved the addition of the road to the official map, the City could apply for official State recognition.

3.2 County Scenic Highways

It is not within the jurisdiction of Santee to identify and designate existing or potential future scenic roads in unincorporated land outside the City boundaries. However, the City could initiate discussions with the County regarding scenic road status for the estimated 3.3 mile portion of future Route 125 north of Santee.

3.3 Local Scenic Roads

After a review of the major transportation corridors within the City, it was determined that the following roads exhibit the qualities and/or characteristics which merit their designation as Local Scenic Roads (Figure 25):

- (1) The potential alignment of Route 125 through Sycamore Canyon, from the north City boundary to Mission Gorge Road.

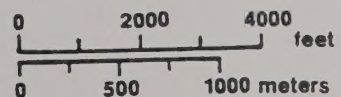
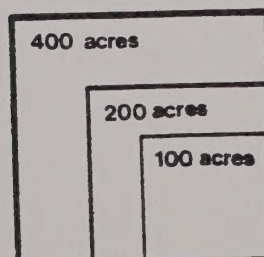
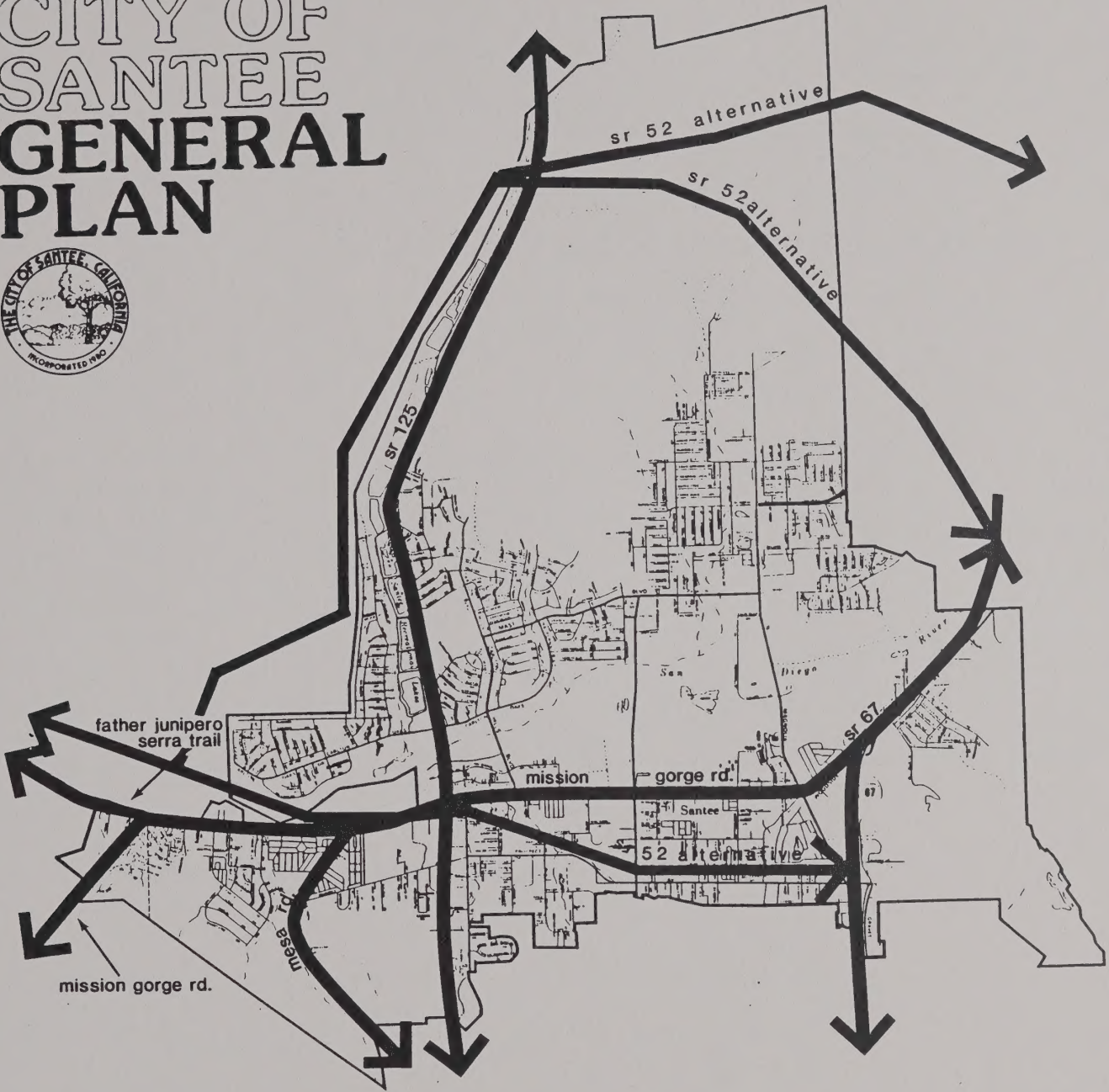
SCENIC ROAD CORRIDORS



scenic corridor

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CITY OF SANTEE GENERAL PLAN



- (2) The portion of Mission Gorge Road between the west City boundary and State Route 67.
- (3) The portion of Father Junipero Serra Trail that is within Santee.
- (4) The portion of Mesa Road south of Prospect Avenue.
- (5) The potential SR52 corridor as identified in the Circulation Element of the General Plan. (Amended by Resolution No. 110-85, adopted May 22, 1985)

3.4 Land Use Regulations and Development Controls

In order to achieve the protection of the Scenic Corridors within the City, land use and design considerations should be utilized to preserve the status of designated scenic roads and corridors.

4.0 GOAL

The goal of the Scenic Highways Element is to provide for the development, establishment, and protection of safe scenic pleasure drives and scenic routes to major recreational areas and points of cultural or scenic significance.

5.0 OBJECTIVES AND POLICIES

Objective 1.0

Protect and enhance scenic resources within designated scenic roadway corridors, particularly along State Route 67, and along the potential alignments of State Route 125 through Sycamore Canyon and State Route 52 from the westerly City boundary to State Route 67. (Amended by Resolution No. 110-85, adopted May 22, 1985)

Policy 1.1 The City shall encourage and support increased State and Federal incentives to local government for their cooperation and participation in the Scenic Highway program.

Policy 1.2 Upon determination of the final alignment of State Route 52, the City shall pursue its designation as a State Scenic Highway. (Amended by Resolution No. 110-85, adopted May 22, 1985)

Policy 1.3 The City of Santee shall cooperate with other local jurisdictions in the creation of a regional scenic highway network.

Policy 1.4 The City shall undertake a review off the State Route 125 corridor to determine whether it merits designation as a State, County, or Local Scenic Highway. (Added by Resolution No. 110-85, adopted May 22, 1985)

Objective 2.0

Designate and maintain as scenic corridors roads traversing and/or having scenic views of natural topography, extensive vegetation, areas of cultural significance or open space.

Policy 2.1 The City of Santee shall pursue the designation of additional scenic corridors within the City on roadways with appropriate features.

Policy 2.2 The City shall encourage that future improvements along scenic routes emphasize driving safety while minimizing the alteration of natural features and character.

Policy 2.3 The City shall pursue plans for hiking, riding and bike trails to be coordinated with the scenic corridor system.

Objective 3.0

Minimize visual pollution along designated scenic Santee streets and highways by regulation of outdoor advertising displays, grading practices and utility lines.

Policy 3.1 All development proposed along scenic routes are to be carefully reviewed to ensure that the design of the development proposal will enhance the scenic quality of the route by preserving scenic vistas, providing for aesthetically harmonious structures and maintaining natural landforms and other natural features to the maximum extent feasible.

Policy 3.2 The City shall, where feasible, pursue the undergrounding and/or relocation of overhead utility lines to enhance scenic corridors.

Policy 3.3 The City shall ensure that on-site signs are compatible with the standards and purposes of the scenic corridor.

6.0 IMPLEMENTATION

Within this section of the Scenic Highways Element is included a general description of the criteria utilized for determining potential State, County and local scenic corridors. Following these criteria is a list of measures which can be undertaken to implement the Scenic Highways Policies within this Element.

6.1 State Criteria

The State does not have a list of specific criteria for determining whether or not a State Highway qualifies for State Scenic Highway status. The only written requirements are that the route must have "natural scenic merit" or outstanding natural scenic beauty" and that

the local jurisdiction must adopt a plan program to protect and enhance the scenic appearance of the corridor. The minimum requirements which must be met by the local jurisdiction include, but are not limited to: (1) regulation of land use which may include density and/or the intensity of development; (2) detailed land and site planning; (3) control of outdoor advertising; (4) careful attention to and control of earthmoving and landscaping; and (5) the design and appearance of structures and equipment.

Although there are no specific criteria for determining just what is "scenic," certain standards have been developed over the years by Caltrans. The State's guide for the official designation of scenic highways (State of California Department of Transportation, 1979) specifies that State Scenic Highways shall not include short routes wholly located within an urbanized setting without natural scenic significance. Caltrans generally requires that State Scenic Highways be at least a few miles long and that both sides of the highway must be scenic.

6.2 County Criteria

In order to be designated as part of the San Diego County Scenic Highway System, a route must meet two or more of the following criteria: (a) provide access to major recreation areas and areas containing recognized scenic and historical sites; (b) connect major recreational, scenic and historical areas; (c) are designated as Recreational Parkways on the Circulation Element of the General Plan; (d) are extensions of routes shown on scenic highway elements of City plans, and are considered to be of Countywide interest; or (e) are entry routes to the County (County of San Diego, 1978, Scenic Highways Element, Part III, San Diego County General Plan).

6.3 Local Criteria

In order to be designated as part of the Santee Scenic Roadway System, a route must meet two or more of the following criteria: (a) appear on the State Master Plan of Scenic Highways; (b) provide access to major recreation areas and areas containing recognized scenic and/or historical sites; (c) connect major recreational, scenic and historical areas; (d) have visually pleasing views of natural topographic features and/or vegetation; (e) are extensions of routes shown on Scenic Highway Elements of other City plans; (f) are entry routes to the City; or (g) traverse areas of interesting topography and/or vegetation.

6.4 Other Implementation Measures

- (1) The City of Santee should adopt as Local Scenic Roads those portions of Mission Gorge Road, Father Junipero Serra Trail, Mesa Road and the proposed State Route 125, as discussed within subsection 3.3 of the Element.

- (2) Succeeding the final resolution of the alignment of Highway 52, the City shall undertake an investigation in association with the California Department of transportation to determine whether Highway 52 merits proposal for designation as a State Scenic Highway.
- (3) The City shall utilize the Development Review process to ensure that all development proposed adjacent to scenic routes is compatible with the view sheds and aesthetic features within these corridors. This review should include design considerations such as: sign control, appropriate setbacks, landscaping and structure design and scale. Mission Gorge Road will be subject to the design guidelines as stipulated within the Community Design Element of this Plan.
- (4) The Public Works Department, with input from the Planning Department, should develop a priority list for undergrounding of utilities taking into consideration the scenic routes system as one criteria for determining priority.

COMMUNITY DESIGN ELEMENT

1.0 INTRODUCTION

1.1 Summary

The City of Santee is located within a rapidly growing area of the San Diego metropolitan region. Today, Santee exhibits many characteristics of its rural heritage as well as those associated with an urbanizing environment. Santee is essentially a residential community with commercial activities concentrated along Mission Gorge Road. Large tracts of open space exist throughout the City mostly associated with hillside terrain and the San Diego River corridor.

Santee is a City that is still evolving in the context of identity, image and function. The wide range of land uses and their variable characteristics is illustrative of this ongoing process which, if properly directed, can afford the City an opportunity to create a positive image, strong identity and a smoothly functioning community.

1.2 Purpose

The Community Design Element addresses the interrelationships of people and the City in terms of scale, visual pleasure, sense of community and well being. Furthermore, it is concerned with the essential functions of safety and livability of the environment.

In terms of identity, the Element provides a mechanism to strengthen and define Santee's identity for residents and visitors alike. In this way, Santee will be able to avoid becoming an indistinct bedroom community typical of many rapidly urbanizing areas.

The Community Design Element is not intended to be prohibitive in nature. The Element identifies opportunities to enhance the character and livability of Santee and provides design guidelines to achieve such aims. It is the intention of this Element that a private/public dialogue be established whereby creative and innovative design solutions are realized within the City.

1.3 Authorization

The Community Design Element is a Permissive Element. That is, it is not an Element required by State planning law for a jurisdiction to have an adequate General Plan. The Community Design Element is equally as binding as a Mandated Element upon adoption by the City.

2.0 EXISTING CONDITIONS

2.1 Historical Context

Santee was first noted for its dairies, ranches and vineyards. This rural/agricultural system was closely tied to the San Diego River system.

As the City of San Diego grew, Santee became an area of rural residential character. Attractions included large amounts of open space, uncrowded conditions and relatively inexpensive land and housing.

Rapid growth that has occurred since the mid-1950's introduced large-scale tract housing development to the City. This suburban type of development changed the rural lifestyle, character and social makeup of Santee. Today the City continues its evolution from a rural community to a more urbanized City.

2.2 Present

Santee exhibits mixed physical forms of an evolving community. Its long standing heritage as a rural community, followed by rapid growth has left no clear image or identity for the community. Not uncharacteristic of rapidly growing cities, Santee does not project a strong positive image and suffers from a poor definition of neighborhoods or identifiable districts within the City.

Santee is not without design assets. In fact, the City exhibits a wealth of features that are clear opportunities for establishment of a strong community identity:

- . San Diego River corridor,
- . Undeveloped hillsides,
- . Historic features,
- . Centrally located open space,
- . Undisturbed views, and
- . Favorable climate.

Figure 26, Community Design Elements, illustrates some of the natural and man-made features that provide Santee with its unique combination of design resources.

In summary, Santee is experiencing some difficulty, from a community design perspective, with a transition from its rural heritage to a more urbanized community. To take advantage of existing design opportunities and improve negative features, the City must establish a clear direction for the future. In this way, transition can take place in both an orderly and purposeful manner and achieve the community design objectives established as part of this Plan.

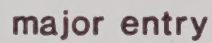
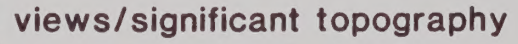
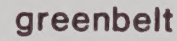
2.3 MAN MADE FEATURES

2.3.1 Housing

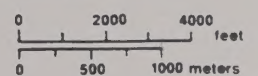
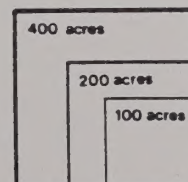
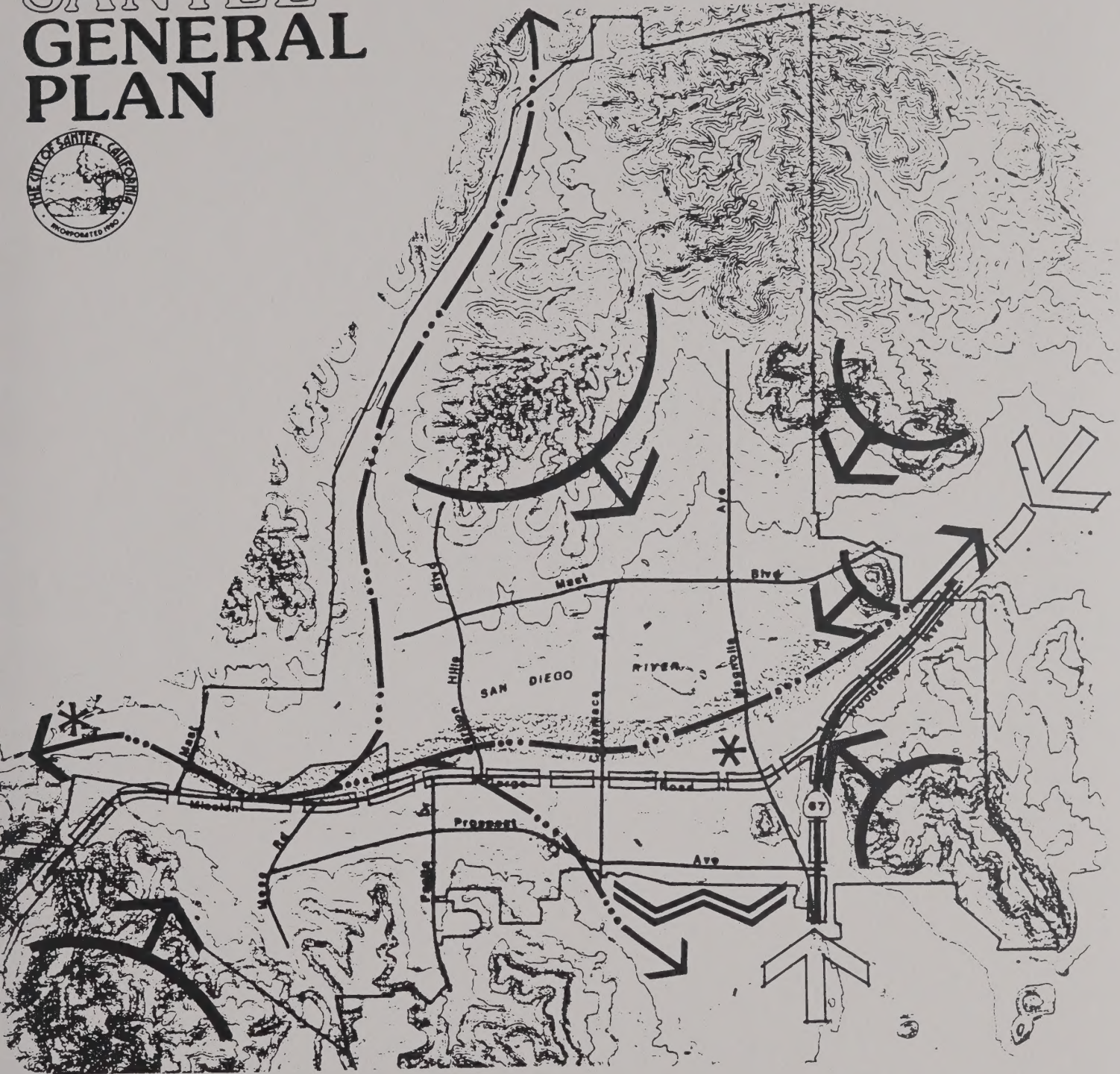
Pattern

There are essentially four housing types in the City today. In total, this housing stock covers almost 30 percent of the land area encompassed by the City.

COMMUNITY DESIGN ELEMENTS

[illegible]

CITY OF SANTEE GENERAL PLAN



The older, small home (single-family detached) was built as part of the rural residential settlements. These individually constructed homes exhibit a wide variety of designs but are typically situated with minimal on-site improvements. They are predominantly found to the south of Mission Gorge Road.

Newer tract housing (single-family detached) is predominant north of the San Diego River. These homes are typically located on standard subdivision 6,000 s.f. lots with improvements typical of urban development (curb and gutter, storm drains, etc.).

Multi-family units (apartments and condominiums) are also relatively new segments in the housing stock. They predominate along Mission Gorge Road and Magnolia Avenue.

Mobile homes make up a significant portion (almost 20 percent) of the housing stock in Santee. Located for the most part south of Mission Gorge Road, almost all mobile homes are located within self contained mobile home parks.

Scale

Housing in Santee exhibits an overall low profile/low intensity scale of development. Thus, the "semi-rural" setting of the City has been able to continue even though tract housing development has occurred. The two-story condominium/apartment complexes are pockets of housing that exhibit a more urban intensified scale. Santee has no mid-rise or high-rise housing, thus a true urban scale is not found in the City today.

Siting and Design

The internal organization of Santee's residential areas is not distinctive; that is, clear delineation of neighborhoods and districts is lacking. This fact is reflective of the growth pattern experienced by the City which included rapid housing expansion starting in the mid-1950's. Strong demand led to the construction of single-family detached tract housing developments which were built not as an extension of historical settlement patterns but as an economical response to housing market forces. Further, these tract homes were largely constructed prior to the incorporation of Santee which minimized the opportunity for local input in the development process.

The physical siting of tract housing development, essentially to the north of the San Diego River, contributes to minimizing the physical relationship of this newer housing to the older established community. In essence, residential boundaries are not formed by the selective creation of residential nodes, they are formed by physical barriers that exist in the City (freeway, San Diego River, etc.). This reduces the potential association of newer housing with the heritage of Santee.

Older housing within Santee does not have a uniformity with regard to site planning features. Built by and large as individual homes, these residential areas have variable setbacks, lot orientations and design styles (many homes exhibit undistinctive architectural treatments). Conversely, single-family detached tract housing exhibits uniform treatments with regard to site planning and architectural characteristics. The lack of diversity in tract housing in Santee is consistent with the large scale construction and market strategies utilized in the development of these areas. Homes within tract housing areas can be described as pleasant but not distinctive.

Mobile homes are very distinct elements of residential development within Santee. They are self contained in mobile home parks and are functionally "micro-neighborhoods." Design treatments typically include landscaping and use of perimeter block walls. Site planning characteristics typically exhibit mobile homes located on a tight, repetitive grid system. Success of design treatments is varied with mobile home parks. Some provide adequate setbacks from streets and distinctive landscaping and others do not provide such features.

Condition

The Housing Element assessed the housing to be in relatively good condition overall. In fact, over 90 percent of the housing units were found to be structurally sound in Santee. Few housing units are in need of major rehabilitation or demolition. The older housing stock in the south/central part of the City exhibits the highest concentration of units in need of upgrading. Mobile home parks as a group are well maintained.

One negative feature of housing stock in the City today is the occurrence of cars in some state of disrepair left on residential lots (front yards, side yards, driveways, etc.). Although not pervasive at this point, such conditions do occur regularly and are indicative of poor owner/renter attitudes towards the property where they reside. These conditions clearly contribute to a negative image of the community.

2.3.2 Commerce

Pattern

Commercial land uses in Santee function as activity centers for residents and visitors. Since these areas are highly visible they play an important role in establishment of an image and identity for the City. The more viable commercial enterprises are, the more economic stability they can provide for Santee. Proper siting and design can assist in enhancement of commercial viability.

Two basic types of commercial development are found in the City today: neighborhood shopping centers and freestanding strip commercial outlets. The Preliminary Commercial Market Analysis, found in the Technical Appendix, defines in detail the characteristics of the commercial types. In summary, neighborhood shopping centers are

consolidated commercial areas with supermarket "anchors." Strip commercial outlets are typically small storefronts which are freestanding and often times unrelated to adjacent uses.

Santee's neighborhood shopping centers are located at major intersections along Mission Gorge Road, with two of the centers located along Mast Boulevard. Strip commercial uses are almost exclusively found along Mission Gorge Road. Strip commercial outlets are located adjacent to and intermixed with residential uses and neighborhood commercial centers.

Scale

Although the size of commercial centers varies in terms of site area and number of outlets, in the context of scale they all fall within the neighborhood level. The largest center covers approximately 10 acre with about 15 outlets present. The smaller centers provide a more intimate relationship to the neighborhoods they service. Conversely, the larger centers on Mission Gorge Road are oriented, in large part, toward servicing neighborhood needs as well as the needs of automobile traffic.

Strip commercial uses are limited to a wide variety of freestanding outlets. Scale of these facilities is characterized by small individual freestanding storefronts oriented along Mission Gorge Road. Collectively, in terms of scale, they form a relatively low intensity commercial corridor.

Siting and Design

Neighborhood commercial centers have reasonably attractive architecture and site features. The newer centers are the best examples and have incorporated distinctive architectural treatments, thematic signage and adequate landscaping. Older centers fall short of creating a positive image because of uncreative architectural design, inadequate landscaping and lack of sign control.

Strip commercial outlets, sited on lots of varying depths, exhibit a wide range of site planning characteristics with regard to setbacks, architecture, landscaping and signage. For the most part these outlets are unrelated in function and appearance to adjacent storefronts. As a group, these commercial uses do not enhance the image and visual continuity along Mission Gorge Road. Undistinguished architecture, lack of landscaping and numerous curb cuts all contribute to a rather haphazard pattern of site development. Proliferation of signs which has occurred in an effort to attract customers, has detracted from the appearance of these outlets. At times, the uncontrolled signage has possibly confused more than attracted the shopper. Many of these site planning features of strip commercial areas are reflective of the relatively low commercial land values and sales performance levels that these outlets typically exhibit. This leads to minimal on-site improvements by the commercial outlet.

Condition

The appearance of older commercial centers and many strip commercial outlets has not been maintained at a level which reflects positively on Santee. Structural features and landscaping are two areas where improvements are needed to upgrade existing conditions. In contrast, newer neighborhood commercial centers appear well maintained and contribute positively to the overall image of the City.

2.3.3 Industry

Pattern

Santee has two areas where industrial uses are generally located:

1. Woodside Avenue/Route 67 corridor
2. Prospect Avenue corridor

The industrial uses within these areas can be characterized as warehousing, light manufacturing, mini-warehouses and sand and gravel related. Along the Prospect Avenue corridor industrial uses are found intermixed with commercial and residential development. On the other hand, more recent industrial uses associated with Woodside Avenue/Route 67 are consolidated in industrial parks.

Scale

Industrial uses in the City are fairly consistent with the overall scale of development. The industrial uses along Prospect Avenue typically do not overwhelm adjacent uses. The bulk and height of industrial structures does not perceptively dominate these other uses. The Woodside Avenue/Route 67 industrial areas support structures whose height and bulk are consistent with one another in a consolidated industrial area. They dominate the landscape due to the existence of adjacent large vacant parcels, and the close proximity of the San Diego River.

Siting and Design

The Prospect Avenue industrial uses offer a wide variety of building styles, lot configurations and site features whereas the Woodside Avenue/Route 67 area exhibits a more consistent planned industrial concept. Building styles, access and landscape treatments act as unifying elements in the light industrial parks found in the latter area and form the beginning of a potentially distinctive industrial district.

Condition

Age of industrial structures is the key factor regarding present condition and appearance. The Prospect Avenue industrial uses again exhibit wide variety in terms of condition. Conversely, the relatively recent construction of industrial park development in the Woodside Avenue area shows consistently well maintained industrial uses.

2.3.4 Trafficways

Pattern

Circulation patterns are of particular importance for a community design strategy established for Santee. The freeways and streets that serve the City set the basic framework for: development and movement, organization of the City, definition of edges/barriers, and visual linkage throughout the community.

Mission Gorge Road is the major thoroughfare that services the City in an east-west orientation. All other major east-west streets are wholly contained within Santee (Mast Boulevard and Prospect Avenue). The major north-south streets that cross the River are Cuyamaca Street, Magnolia Avenue and Carlton Hills Boulevard. Route 67 trends north-south along the eastern portion of the City establishing a very strong visual and physical barrier between the Rattlesnake Mountain area and the rest of the City.

Scale

Mission Gorge Road dominates the circulation pattern in Santee. It sets the basic framework for organization and visual identity for the City. Aligned to the south of the San Diego River, Mission Gorge Road influenced the initial development areas in the City to be located south of the river. As a result, the relatively new development is found to the north of the San Diego River, physically separated from the older portions of the Santee community.

State Route 67 is the only limited access freeway within Santee today. As such, it provides the only true regional service to Santee. Mission Gorge Road, a prime arterial, is a wide traffic corridor providing 2-3 lanes of service in each direction. These two trafficways are of significantly greater scale, based on service capacities, than the balance of the streets that serve Santee.

The major roads and collectors in Santee carry local traffic within and between neighborhoods. As a result, their scale is local and not regional in nature.

Siting and Design

State Route 67 exhibits grade separations through Santee to achieve minimal interface with local streets. Further, it is located just to the west of the steeply sloped Rattlesnake Mountain area, a prominent visual feature in Santee.

Mission Gorge Road traverses the City at grade. It is a wide corridor with a painted median area. Streetscape features such as landscaping, street furniture, thematic signage and enriched paving are generally lacking along this corridor, although there are notable exceptions related to new consolidated commercial developments near the intersection with Cuyamaca Street.

Local serving streets exhibit inconsistent streetscape treatments ranging from unattractive continuous block walls to well landscaped edge treatments.

Sidewalks are provided for pedestrians along many roadways although they are oftentimes interrupted due to the occurrence of vacant parcels. Along Mission Gorge Road, the numerous curb cuts and large traffic volumes make pedestrian travel difficult uncomfortable, and potentially unsafe.

On-road bikeways have been designated along Mission Gorge Road and Junipero Serra Trail Road. Given the large traffic volumes, numerous commercial entrance/exits and lack of off-road bikeway opportunities, bike travel is also difficult along this corridor. Other streets in the City lack bike travel lane designations and thus constrain opportunities for safe bike usage.

Major entry points to the City are provided from the west by Mission Gorge Road and from the east via State Route 67. The west entry along Mission Gorge Road creates a positive statement as the roadway descends into the valley where Santee lies. The statement is one of an open, rural feeling which utilizes open space and the hillsides as a scenic backdrop. The entry from the east along State Route 67 is much less well defined and thus does not establish a positive image or identity statement for Santee. Two major factors create this situation: poor interface between SR-67 and the local street system (Woodside Avenue) and lack of strong streetscape features to provide a strong entry statement.

Secondary entry points to the City include Fanita Drive, Cuyamaca Street and Magnolia Avenue from the south and Prospect Avenue from State Route 67. As a group, these entryways can be characterized as not well defined, nor do they establish an identifiable positive image for Santee.

2.3.5 Special Features

The Edgemoor "Polo Barn" and the Mission Dam Historic site are two significant man-made features illustrative of the Santee community heritage.

The "Polo Barn" dates back to 1893 and is considered to be of significant architectural design. It is clearly a unique structure within Santee and is a design resource of the community. The Mission Dam area is a registered historic site just outside the western portion of the existing City limits. It is a significant design resource documenting the heritage of the region and is an example of the historic uses of the San Diego River.

Two other historic features dating back to the early 1930's and located within the City include: a trash site near Cuyamaca Street and Mission Gorge Road, and a depression era agricultural complex located in the eastern part of the City near Woodside Avenue. Further

study will be required in order to determine the level of significance of these historical features.

2.4 NATURAL FEATURES

2.4.1 Open Space

Santee is a rapidly urbanizing community, yet today sixty percent of its land remains undeveloped. Although Santee has many urban features, this large amount of open space continues to support the rural character of the City.

Open space in Santee is predominantly composed by large tracts of undeveloped hillside areas (Fanita Ranch, Rattlesnake Mountain and hillsides in the southwest portion of the City), land in the San Diego River corridor and large centrally located vacant parcels. Additional open space is provided by parkland (including that associated with school sites) and interdispersed vacant parcels.

Economic conditions and property ownership patterns have played a part in the maintenance of large centrally located vacant parcels. These parcels are found adjacent to the north of Mission Gorge Road between Carlton Hills Boulevard and Magnolia Avenue. They form an important and unique design resource for Santee in that they are centrally located, essentially undeveloped and adjacent to the San Diego River corridor.

In summary, open space in Santee provides a number of community design resources:

- . Panoramic hillside views and backdrops,
- . Visual relief to the intensive developed areas,
- . Maintenance of rural character, and
- . Opportunity areas for new high quality development.

2.4.2 Landforms and Views

Encompassed within the landforms of Santee are the flat San Diego River valley and the gently sloping areas which transition to the steeply sloped hillsides associated with major ridgeline systems.

The orientation of the San Diego River corridor is east/west and creates impressive long views within Santee and to the surrounding ridgelines and mountains (including El Capitan). The elevated western entry to the City along Mission Gorge Road also affords an opportunity for scenic views along the River corridor.

The numerous topographic features of Santee and the surrounding vicinity provide distinctive views and vistas from within the developed portions of the City. This provides residents with scenic backdrops and visual relief from intensively developed portions of the City. The major ridgeline and hillside systems provided by the undeveloped areas of the northern portion of the Planning Area (including Fanita Ranch) present a large portion of these views and

vistas. The Rattlesnake Mountain and the Mission Trails Regional Park areas also provide for significant views from within Santee.

The hillsides and ridgelines that are found within Santee, the Planning Area and in the vicinity dominate the landscape. These features play a major role in defining the physical community as well as creating the rural open character of the area.

2.4.3 Surface Water

Surface water resources are composed of three major elements: the San Diego River, Sycamore Creek/Santee Recreational Lakes and Forester Creek. This surface water system provides continuous linear, citywide features that not only convey runoff and flood water but also offer scenic, recreation, habitat preservation and open space opportunities.

The major component of the surface water system is the San Diego River which flows east/west through the central portion of the City. An ephemeral stream, this scenic corridor varies in width through the rapidly urbanizing community with small lakes, ponds and riparian vegetation. Sand extraction, upstream dams and bridges have all affected the river, yet today it maintains an overall natural character with lush vegetation and relatively little encroachment by development. The San Diego River Conceptual Master Plan, prepared by San Diego County, has documented the regional significance of scenic features, environmental resources and development potentials exhibited by this river system. In short, it is a major visual and physical element of the City and a regionally unifying natural feature.

The Sycamore Creek/Santee Recreational Lakes corridor is the site of the Padre Dam Municipal Water District Water Treatment/Reclamation Facility and supports existing recreational activities (picnicking and camping). It also supports a natural stream corridor which is well documented as having significant biological value as well as scenic qualities. As part of the overall water system in Santee, the Sycamore Creek/Santee Recreational Lakes provide a strong linear water element/open space feature through the northern portion of the Planning Area. Further, it provides an uninterrupted link to the San Diego River corridor from the northern part of the City and Planning Area.

Forester Creek is essentially a partially improved channelized stream which flows into the San Diego River corridor from the south. It meanders through a wide variety of land uses and vacant land but fortunately most of the adjacent uses do not encroach into the stream corridor. Forester Creek is not a large stream, but it does provide a significant opportunity for development of a recreational water element/open space link to the San Diego River.

2.4.4 Special Features

Significant Vegetation

Identification of unique and significant vegetative resources (Barrel Cactus, Mesa Clubmoss, Variegated Dudleya and San Diego Sunflower) have been documented in the northern undeveloped portions of the City. The riparian/oak woodland vegetation associated with Sycamore Canyon and the San Diego River system is also a significant vegetative resource. As community design resources, these vegetative features offer variety to the visual experience as well as offering examples of the natural heritage of Santee. Clearly, these resources are also part of a larger complex ecosystem which provides high quality wildlife habitat and natural resource protection.

Significant Geology

In association with the dramatic hillsides and ridgelines of the Planning Area, rock outcrops form a significant design resource. These geologic formations provide additional interest to scenic backdrops, natural sculpturing to ridgelines and slopes and are illustrative of the natural heritage of the region.

3.0 NEEDS

3.1 Summary

The review of existing conditions in Santee document these overall community design needs:

1. Improving the overall image and strengthening the identity of the City,
2. Introducing a new development that is of high quality and contributes toward achieving identified community design objectives, and
3. Enhancing the San Diego River corridor as a primary design element in the City.

Community design needs within Santee can be considered from three different perspectives:

- . Protection,
- . Enhancement, and
- . Opportunity.

Protection of existing positive community design features is a necessary part of an overall design strategy. Secondly, enhancement of existing features may be required to achieve a desired community design objective. Finally, identified future development areas, other vacant areas and the Redevelopment Plan Areas provide opportunities for new development that is of high quality design and provides the City with an improved image and vitality. The following needs assessments utilize these three perspectives in identifying community design needs in Santee.

3.2 Man Made Features

3.2.1 Housing

Residential development encompasses most of the developed portion of Santee. It is therefore necessary for each residential neighborhood or district to contribute in a positive manner to the overall image of the City.

Poor definition of neighborhoods in the City today contributes towards an unclear identity for the City. Design treatments (thematic signage and lighting, entry statements, and distinctive landscaping for example) are necessary to strengthen and enhance neighborhood definition. The definition of a neighborhood can include a block or an area of several blocks around residents' homes. It is the section of the City that most residents are familiar with and care the most about. It follows then, if people are going to take pride in Santee, they must first be able to take pride in their home and neighborhood.

Design treatments should also improve the livability as well as visual appearance of individual neighborhoods. A system of neighborhood vest-pocket parks for open space, discouraging through traffic on residential streets, and buffering of adjacent non-residential uses are treatments that can be utilized to improve the livability of a neighborhood.

The newer tract housing developments in Santee suffer from lack of distinctive identity while the older residential areas lack a cohesive character. In summary, both types of residential development could benefit from stronger neighborhood identities and distinctive community design treatments.

Future residential development in Santee will have to respond, in terms of design and product types, to changing market conditions and decreasing availability of minimally constrained building sites. An increase in diversity of product types in the City (hillside estate lots, zero lot line, townhomes, condominiums, etc.) will provide more opportunities for distinctive high quality development as well as increased housing choices.

Hillside development will be more prevalent and site planning and architectural treatments will have to be sensitive to the natural landforms and existing scenic view. In addition, design features will have to be closely coordinated and consistent with policies in the Seismic Safety, Public Safety and Conservation Elements which identify safety hazards and sensitive resources.

3.2.2 Commerce

The appearance and condition of some of the commercial development is not maintained at a level that reflects positively on Santee. This negative situation is predominantly found in strip commercial development along Mission Gorge Road and older neighborhood commercial

developments. In general, these areas are disorganized with unrelated businesses that do not function to the site's full potential. Chaotic signing, inadequate on-site improvements (landscaping architectural treatments, etc.) and poor site planning (numerous curb cuts, inappropriate setbacks, etc.) account for most of the negative visual effects of these areas.

Remedial design treatments are necessary to improve the appearance and function of the commercial areas that exhibit the above characteristics. The success of corrective design measures will be founded on introducing strategies that increase the overall viability of freestanding strip commercial outlets and deteriorating commercial centers. Sign control, landscaping requirements and site planning standards are methods that can be used to improve appearance and function of commercial sites.

Santee should protect the positive design features found in new commercial centers along Mission Gorge Road and utilize some of these features to establish commercial development design strategies for the entire corridor.

3.2.3 Industry

The new industrial park development to the north of Woodside Avenue presents a positive image by providing comprehensive site planning and distinctive architectural treatments. As this area continues to develop, the City should continue to promote continuity in site planning and architectural features.

The older less cohesive industrial development located along the Prospect Avenue corridor presents a mix of positive and negative features. Needs relate, by and large, to consolidation of uses, upgrading structure conditions, site maintenance and introduction of landscaped buffers and thematic signage.

3.2.4 Trafficways

The system of movement in Santee is one of the most important factors in the community design strategy. It presents strong influences on the image and identity of the City as well as providing a basic framework for orientation and ease of movement.

The streetscapes of Santee should provide a well defined hierarchy based on the function and level of service of each trafficway. This provides a comprehensive system that one can understand and assists in providing for public safety and ease of movement throughout the City. Presently, Santee exhibits only a sporadic use of unifying streetscape features such as, landscaped medians, street furniture, lighting, enriched paving, thematic street tree plantings, distinctive edge treatments, etc. Mission Gorge Road presents the most significant opportunity for unifying streetscape because it is the major traffic corridor in the City. However, today this corridor exhibits inconsistent design features many of which (lack of landscaping, inadequate setbacks, etc.) contribute to confusion and negative images of the City.

The entries into Santee provided by the street system need to be enhanced and strengthened. At present, entries into the City are either confusing (along Woodside Avenue from the east) or poorly defined (along major streets from the south and Prospect Avenue). The exception to this pattern is the entry into the City from the west along Mission Gorge Road which presents a scenic view of the inhabited valley and undisturbed hillsides.

For entries from the east, traffic control improvements as well as introduction of cohesive streetscape design are needed. The entries from the south require implementation of more distinctive entry statements and cohesive streetscape design. Along Mission Gorge Road from the west, entry design needs relate by and large to maintaining the scenic viewshed framed by the hillsides and ridgelines as additional development occurs.

Related to the need for improved entries into the City is the need for introduction of distinctive design treatments at major decision-making points and activity centers. Traffic corridors should have identifiable patterns and design elements which signal the location of these unique areas. For example, the introduction of a new Civic Center complex (City Hall, Library, Community Center, etc.) should be accompanied by streetscape treatments that reinforce this area as a major activity node. Existing major intersections and large commercial developments are also included in those areas that should have distinctive streetscapes. Improvements and expansion of bikeway and pedestrian systems is needed to enable them to be used as safe and effective transportation alternatives. This includes both on-road and off-road routes which perform commuter functions as well as providing recreation opportunities.

The advent of State Route 52 and State Route 125 will present major potential design conflicts in the City. Contemplated as a limited access freeway in the south and major arterial in the northern portion of the City, SR-125 has implications with regard to interface with the existing local street system and creation of physical and visual barriers.

Similarly, SR-52 holds those potential impacts of SR-125 as well as presenting potential problems with regard to scale and location. At present three basic alternative routes for SR-52 have been suggested, each with their own potentials for impacting community design.

3.2.5 Special Features

Protection and enhancement of the "Polo Barn" and Mission Dam sites is needed to assure their continuance as community design resources. The concerns that need to be addressed are:

1. Protection from destruction/demolition,
2. Protection from inappropriate or conflicting adjacent land uses, and

3. Enhancement of the sites in terms of maintenance, rehabilitation and/or adaptive reuse.

Further testing and historical research needs to be conducted upon the historic trash site and depression era agricultural complex located within the City in order to determine the significance of these features, and to assess their eligibility for nomination to the National Register of Historic Places.

3.3 Natural Features

3.3.1 Open Space

The large amount of open space resources in Santee today perform many vital functions with regard to aesthetics, community character, resource protection and hazard avoidance. As the community continues to transition from its rural heritage to an urban community, open space will continue to play these vital roles and needs to be integrated into the community design strategy for the City.

The San Diego River corridor provides a significant central open space spine. The visual integrity of the river system and its essential open space functions should be maintained and enhanced as a community design resource.

Open space in the presently undeveloped hillside areas should be strategically maintained for hazard avoidance, maintenance of views and resource protection. Site plans and structure designs proposed for existing undeveloped hillside areas should be sensitive to these open space functions and incorporate open space uses as part of the development proposal.

3.3.2 Landforms and Views

Santee presently has a wealth of topographic resources. As development and redevelopment continues to occur in the City, topographic features should be respected and alteration of landforms kept to a minimum except where public safety concerns are overriding and remedial landform alterations are required. In this regard, proper siting of land uses in terms of their grading, access and site planning requirements, is critical to the success of maintaining topographic resources.

Views to the surrounding hillsides from within Santee provide scenic backdrops and visual relief for residents. Views also provide a significant portion of the rural character that the City maintains today. The breadth and quality of views is dependent on the maintenance of topographic features and visual access to those features from within developed portions of the City. As the City transitions to a more urbanized community, maintenance of high quality views will depend on the siting and design features of hillside projects and strategic location of open space. Further, development within the urban area must frame and enhance view opportunities and not block or place negative impacts on existing viewsheds.

3.3.3 Surface Water

The San Diego River is a major component to the Community Design Element. It presents:

1. An opportunity to integrate new development with the river system, and
2. The need to maintain and enhance the existing scenic and environmental resources of the river corridor.

New development along the river corridor should utilize the design elements this natural system presents. Introduction of water elements, greenbelts, view orientation to the river and passive and active water uses that complement the river system should be included in design proposals to create a varied but consistent theme and character for river corridor development.

The overall development program for the river corridor must be balanced with the need to maintain the integrity of the natural systems. These natural systems provide for the conveyance of flood waters, preservation of significant habitat and vegetation and maintenance of open space.

In conclusion, the San Diego River corridor provides a major focus for community design within Santee and it should be properly utilized to define an overall theme, character and design strategy for the City.

The Sycamore Creek/Santee Recreational Lakes corridor supports a wide range of recreational uses, preserves significant habitat, vegetation and open space and provides high quality views. Maintenance of all these functions needs to be an integral part of community design strategies. Furthermore, strengthening of its linkage to the San Diego River System should be considered as part of a citywide strategy to enhance water features. Attention should be given to future development proposals along this corridor, including the SR-125 route, to assure the visual and environmental integrity of this area is not compromised.

Forester Creek should also play a major role in the development of a contiguous water element system throughout the City. To achieve a positive influence on overall community design features, this channel would require upgrading of its appearance and condition. Treatments that could be utilized include thematic landscaping, improved channel maintenance and consistent development setbacks. Design improvements need to be undertaken in concert with improvements in flood control features of this channel.

3.3.4 Special Features

As design resources and environmental resources, sensitive plant species and habitats should be afforded a degree of protection when areas in which they are found are planned for development. The level of protection should be based on policies set forth in the

Conservation Element in conjunction with the policies of the Community Design Element.

Sensitive vegetation and associated habitats within Santee (rare and endangered plant species and riparian/oak woodland areas) should be considered for incorporation into development plans. As design features they can act as accent plantings, and offer variety to the planting plans.

Rock outcrops add points of interest and potential unique design opportunities. As such, they too should be considered for integration into development proposals as focal points or as part of natural open space systems.

4.0 GOAL

To integrate the natural and man made environments of Santee to achieve a pleasing, distinctive and well organized community.

5.0 OBJECTIVES AND POLICIES

5.1 Man Made Features

5.1.1 Housing

Objective 1.0

Define and enhance the identity of neighborhoods in the City.

Policy 1.1 The City shall promote introduction of distinctive landscape treatments, signage, entry statements, etc., in residential areas.

Policy 1.2 The City shall encourage the use of existing natural features (river, hillsides, etc.) as character/theme sources for new residential development.

Policy 1.3 The City should encourage the strengthening of neighborhood edges through strategic location of open space/recreational buffers, use of distinctive street tree/streetscape designs and changes in residential products/forms.

Policy 1.4 The City shall provide for formation of distinct residential neighborhoods when implementing the Redevelopment Plan.

Policy 1.5 The City shall encourage the formation of a focal point/activity center for each of the residential neighborhoods.

Objective 2.0

Improve the diversity and quality of housing in the City.

Policy 2.1 The City shall encourage innovative site planning and housing product designs.

Policy 2.2 The City shall promote the mix of housing product types and site planning features within larger residential developments.

Policy 2.3 The City shall encourage use of varied setbacks, lot orientations and placement of dwelling units.

Policy 2.4 The City shall discourage the overuse of repetitious dwelling unit designs and site planning features.

Policy 2.5 The City shall encourage adaptive housing products and siting treatments in hillsides and along the river corridor that respect and enhance the features of the natural environment.

Objective 3.0

Promote the interaction of new residential development with the existing community.

Policy 3.1 The City shall design and promote the Town Center as a focal point and activity center for the entire City.

Policy 3.2 The City shall ensure that new residential development are adequately linked to the existing community by streets, sidewalks, trails and bikeways.

Objective 4.0

Improve or remove negative visual elements within residential areas.

Policy 4.1 The City shall pursue the rehabilitation/demolition of dwelling units in need of major repairs consistent with the policies of the Housing Element.

Policy 4.2 The City shall pursue the removal of vehicles on residential property which are abandoned, unregistered or in a state of disrepair that are public safety hazards or community eyesores.

5.1.2 Commerce

Objective 5.0

Improve the appearance and condition of commercial facilities in the City.

Policy 5.1 The City shall ensure that all new commercial developments contribute towards an overall positive and cohesive visual identity.

Policy 5.2 The City shall consider the inclusion of appropriate existing commercial areas into the Redevelopment Plan Area.

Policy 5.3 The City shall promote rehabilitation of appropriate commercial sites and investigate funding opportunities for rehabilitation/remodeling of small businesses.

Policy 5.4 The City shall promote commercial signage which consolidates advertising for commercial outlets and presents a cohesive thematic pattern.

Objective 6.0

Consolidate strip commercial uses into functional commercial units.

Policy 6.1 The City shall promote replacement of individual store parking lots with shared parking areas whenever possible.

Policy 6.2 The City shall promote coordinated structure setbacks, re-orientation of business entrances, coordinated thematic landscaping, minimizing curb cuts and consolidation of entrance/exist locations during rehabilitation or redevelopment of commercial areas.

Policy 6.3 The City shall ensure that public streetscape improvements are coordinated with proposed rehabilitation/redevelopment of commercial areas.

5.1.3 Industry

Objective 7.0

Consolidate industrial uses along the Prospect Avenue corridor north to Buena Vista Avenue.

Policy 7.1 The City shall pursue inclusion of existing "exceptions" into the Redevelopment Plan or alternatively consider preparation of an industrial area Specific Plan consistent with provisions of the applicable California Government Code sections.

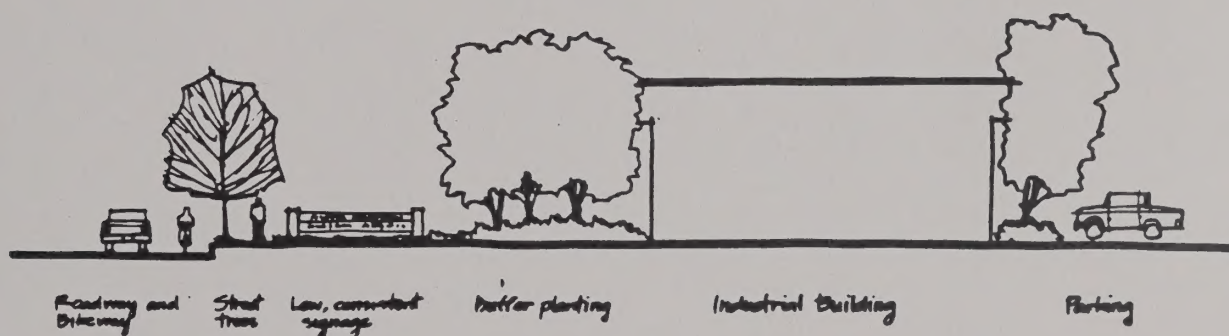
Policy 7.2 The City shall ensure that adjacent residential land uses are adequately buffered from industrial uses through site planning and landscaping features.

Objective 8.0

Continue coordinated industrial park development in the area north of Woodside Avenue.

Policy 8.1 The City shall ensure through the Development Review process that standards established for the Industrial Park Area are maintained.

Policy 8.2 The City shall ensure that all industrial development is attractive and of high quality design to enhance the image of the City.



industrial park buffer

5.1.4 Trafficways

Objective 9.0

Provide a unifying and distinctive streetscape system throughout the City.

Policy 9.1 The City shall promote visual continuity of trafficways through coordinated landscape plantings, lighting and street improvements which reinforce the hierarchy of the street system.

Policy 9.2 The City shall promote a Citywide street tree and median planting program which enhances views and is scaled in relationship to the function of the roadway. Landscaped areas should be located and designed to maintain views for traffic and pedestrian safety.

Policy 9.3 The City shall ensure adequate landscaped buffers are provided between trafficways and sidewalks.

Policy 9.4 The City shall provide for streetscape treatments at activity nodes and major decision-making points, which use changes in paving materials and lighting, accent plantings and thematic signage to reinforce their importance.

Policy 9.5 The City should establish a streetscape maintenance program which addresses the plant materials and hardscape features.

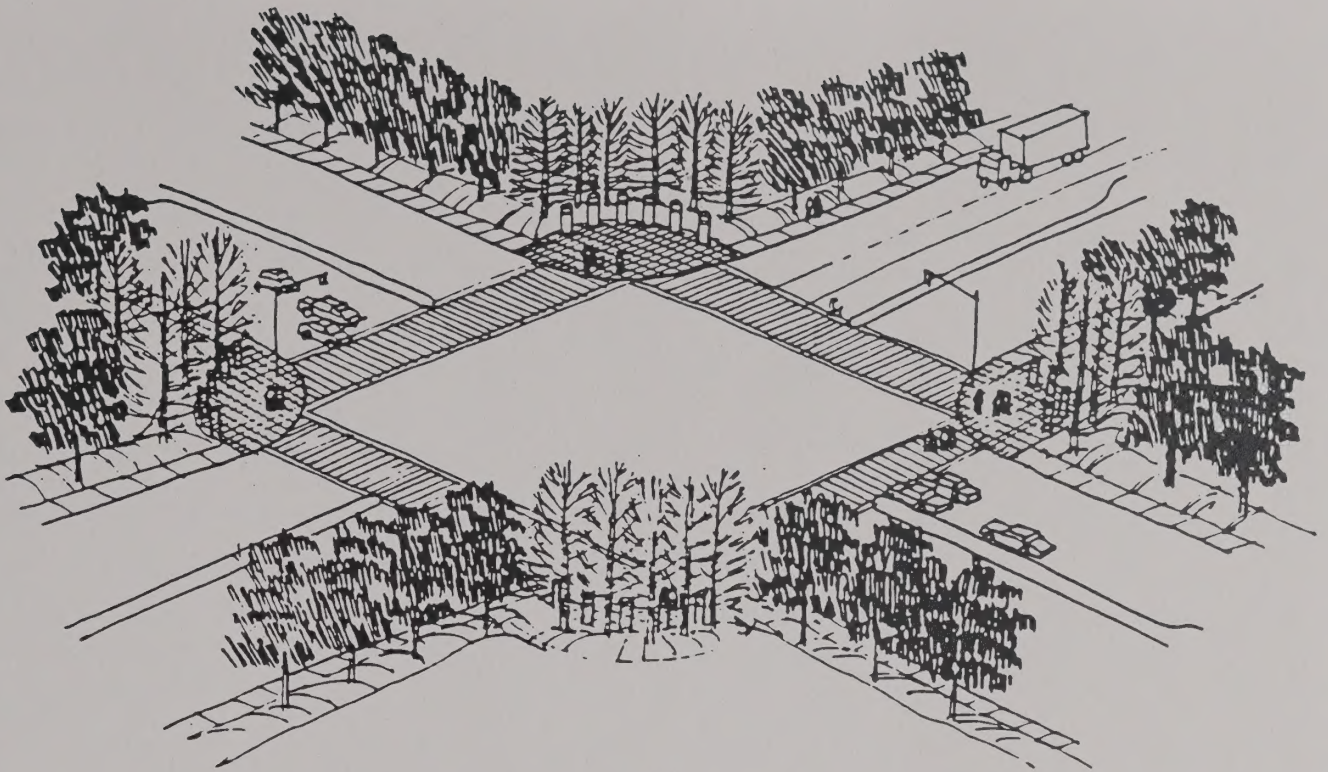
Policy 9.6 The City should consider introduction of sculptural elements to the streetscape at major activity nodes.

Objective 10.0

Improve and strengthen the gateways into the City.

Policy 10.1 The City shall ensure the maintenance of high quality scenic views from the western entry along Mission Gorge Road.

Policy 10.2 The City shall establish coordinated and distinctive signage, accent plantings and paving materials for entries from the east and south.



major intersection / activity node

Objective 11.0

Remove visually disruptive elements from the street system.

Policy 11.1 The City shall pursue the undergrounding of utilities.

Policy 11.2 The City shall ensure all signs are compatible with the overall streetscape design and pursue the consolidation or redesign/removal of those signs which are disruptive elements.

5.1.5 Special Features

Objective 12.0

Protect and enhance existing historic features.

Policy 12.1 The City should encourage the preservation of the Edgemoor "Polo Barn" as a unique historical feature and actively pursue its designation on the National Register of Historic Places.

Policy 12.2 The City shall support the maintenance of the Mission Dam Historic Site as a park/recreation area.

Policy 12.3 The City should encourage that further testing and historic research be undertaken on the historic trash site and depression era agricultural complex, in order to determine their significance as historic features.

5.2 Natural Features

5.2.1 Open Space

Objective 13.0

Integrate adequate open space uses into new development within the City.

Policy 13.1 The City shall ensure the provision of open space which provides adequate visual relief from developed portions of the City.

Policy 13.2 The City shall encourage each new development to provide open space links to existing open space uses in the City.

Policy 13.3 The City shall ensure that adequate amounts of open space are located along the San Diego River to protect and enhance the river character.

Policy 13.4 The City shall ensure that open space is provided in hillside areas proposed for development that performs multiple functions of: view maintenance, resource protection and hazard avoidance.

5.2.2 Landforms and Views

Objective 14.0

Minimize alteration of existing topography especially in hillside areas during the development and redevelopment process.

Policy 14.1 The City shall encourage and coordinate with developers to minimize grading requirements for development throughout the City.

Policy 14.2 The City shall ensure that development is oriented along natural terrain contours to maintain landform integrity.

Policy 14.3 The City shall encourage development which minimizes disruption of natural landforms and maximizes open space. (Amended by Resolution No. 8-88, adopted January 13, 1988)

Policy 14.4 The City shall require use of contour grading techniques, whenever possible, to maintain natural appearance of slopes.

Policy 14.5 The City shall encourage the use of hillside adaptive structures in all development located in areas of 10 percent slope or greater.

Policy 14.6 The City shall encourage the protection of prominent ridgelines whenever feasible. This shall be accomplished by siting development below ridgelines in such a manner that permits the ridgeline to remain visible. (Added by Resolution No. 8-88, adopted January 13, 1988)

Objective 15.0

Maintain and enhance existing scenic views.

Policy 15.1 The City shall require revegetation of graded slopes with indigenous plant materials, where feasible, to maintain scenic views and assist in slope stabilization.

Policy 15.2 The City should ensure the strategic location of open space areas in hillside developments.

Policy 15.3 The City should provide for the maintenance of view opportunities to surrounding hillsides by ensuring proposed structures do not block or significantly impact existing viewsheds.

5.2.3 Surface Water

Objective 16.0

Utilize the natural design elements presented by the river/creek system within the City.

Policy 16.1 The City should encourage the strengthening of links between the San Diego River, Forester Creek and Sycamore Creek/Santee Recreational Lakes.

Policy 16.2 The City should promote the introduction of water elements (fountains, streams/canals, ponds, etc.) into developments along watercourses.

Policy 16.3 The City should ensure that all development along the River corridor maximizes orientation towards the River and enhances the natural character of the River.

Policy 16.4 The City shall ensure that all flood control improvement along existing watercourses/channels:

- . Avoids concrete channelization whenever possible,
 - . Retains the natural character of the corridor, and
 - . Includes landscaping and recreational opportunities.
-

5.2.4 Special Features

Objective 17.0

Balance development with natural resource protection needs.

Policy 17.1 The City should provide for the preservation of significant habitat and vegetation in strategic locations along watercourses and in undeveloped hillside areas.

Policy 17.2 The City should promote the incorporation of unique and significant natural resource features (vegetation, habitat, rock outcrops) into development plans.

6.0 IMPLEMENTATION

6.1 Design Sensitive Areas

The following design guidelines are established for the areas identified on the Design Sensitive Areas map, Figure 27. The distinct categories were set forth to enhance unique visual resources, protect visually sensitive resources, assist in the development of community identity and image, and to provide a design continuity within the community.

It is the intent of these guidelines to provide a flexible yet definitive set of appropriate design strategies for the City.

All development proposals that are submitted within designated design sensitive areas shall:

1. Be consistent with design guidelines established for that area, and
2. Undergo site plan review as part of the Development Review process.

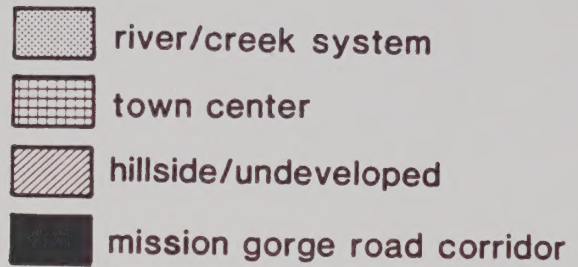
6.1.1 Town Center

Architecture

Commercial and Civic Uses

- . Utilize scale which provides dominant features on Town Center site.
- . Provide continuity in detailing and design elements while allowing variety in building styles.
- . Allow architectural mass and forms that provide focal points and are consistent with adjacent structures.
- . Maximize integration of pedestrian areas into architectural designs to achieve indoor/outdoor relationship.
- . Encourage creative/innovative architectural treatments that utilize thematic water elements (fountains, etc.).

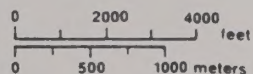
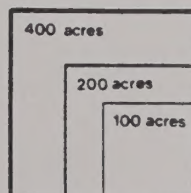
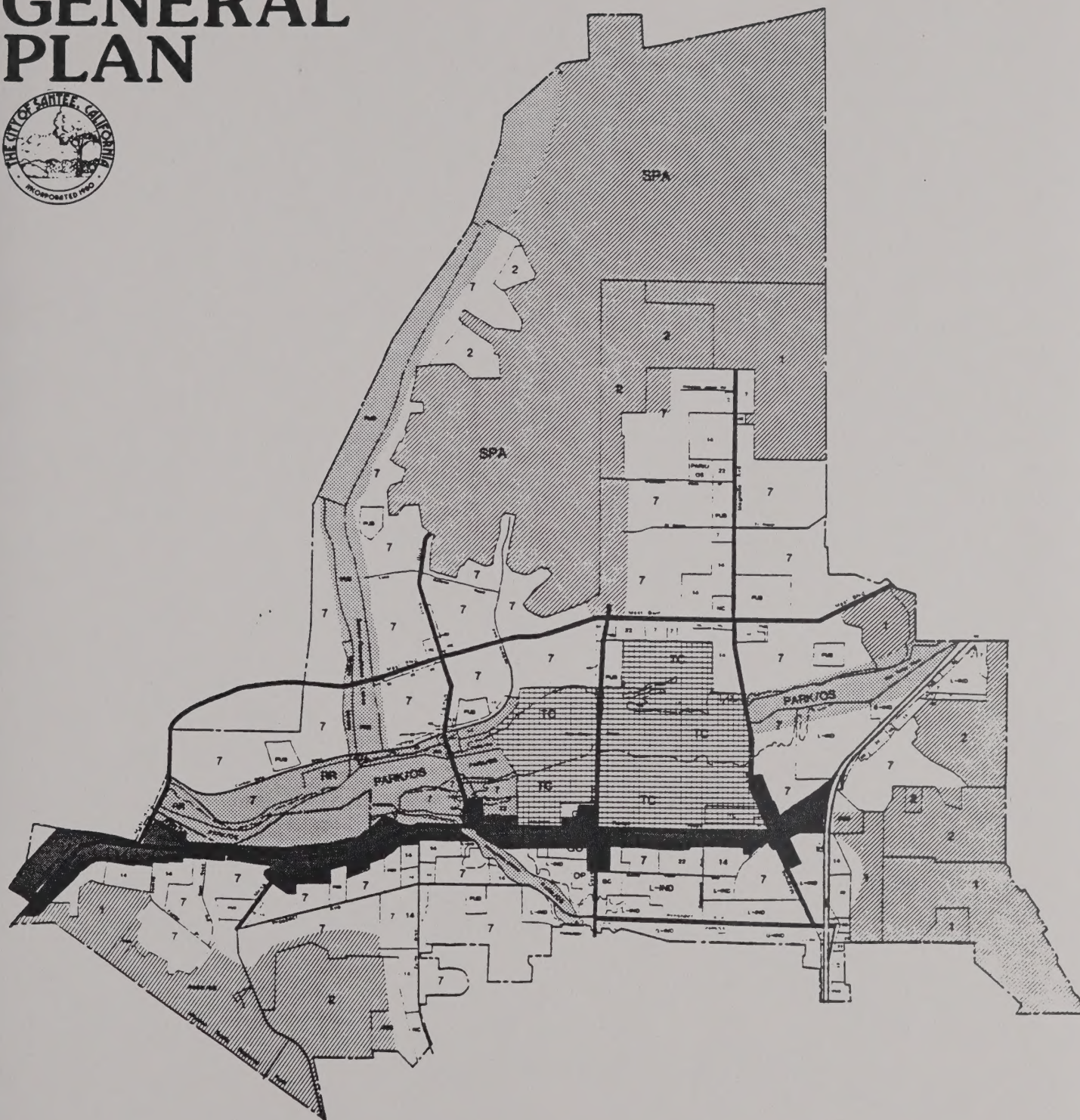
DESIGN SENSITIVE AREAS



Prepared by: Mooney-Lettieri & Associates

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CITY OF SANTEE GENERAL PLAN

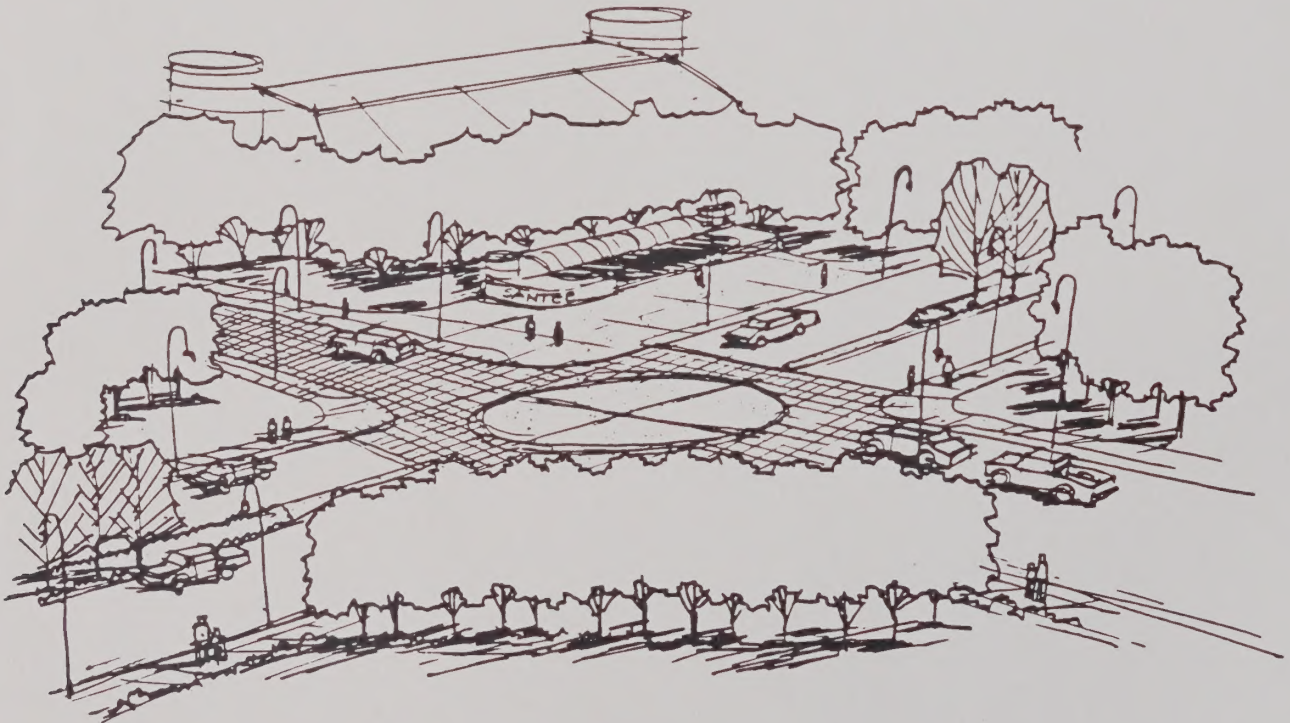


Residential Uses

- Vary heights of residential buildings when more than one story to include both one and two story elements.
- Limit residential buildings to three stories.
- Maximize design features which reflect an indoor/outdoor relationship, taking advantage of the conducive climate.
- Ensure architectural mass and form is compatible with adjacent structures and maintenance of views.
- Ensure variety in styles, floor plans and facades.

Landscaping

- Provide accent plantings and other thematic landscape features at major entry areas.
- Maximize use of native riparian species near river corridor.
- Encourage use of California native and riparian species throughout the site.
- Utilize landscaping to frame external and internal views.
- Encourage formal plantings associated with more intensely developed/activity centers of the site.



town center gateway

Lighting and Signage

- . Maximize consolidation of informational signage.
- . Integrate signage into architectural styles and landscape themes.
- . Utilize lighting to emphasize activity centers and accentuate entry areas.
- . Prohibit flashing or moving signage.
- . Encourage use of monument signage.

Site Planning

- . Maximize building orientation towards the river corridor.
- . Provide adequate buffers and transitional areas between potentially incompatible land uses.
- . Encourage mixed-use development projects as part of major activity centers.
- . Ensure commercial and civic uses are located with direct access to major roads.
- . Maximize integration of pedestrian and bike travel.
- . Encourage coordination between commercial and civic uses through building orientations, outdoor activity area locations and circulation connections.
- . Encourage the introduction of water elements as part of site plan features such as ponds/lakes, off-channel streams and canals and similar features.

6.1.2 River/Creek System

Architecture

- . Provide architectural treatments and styles which compliment the natural features of the waterways including introduction of water elements (fountains, etc.).
- . Utilize low profile structures to maintain view corridors along the watercourses.
- . Ensure architectural mass and form respect the natural scale of watercourses and are compatible with adjacent uses.
- . Avoid long buildings with unbroken facades.

Landscaping

- . Maximize utilization of native riparian species in landscape plantings.
- . Provide informal transitional landscape zones which blend introduced plantings with native stream corridor vegetation.
- . Utilize landscape features to frame and accentuate existing views and ensure landscaping does not obstruct views.
- . Encourage informal planting schemes to reflect the natural stream environment.



river trail system

Lighting and Signage

- . Encourage signage consolidation.
- . Ensure signs do not disrupt visual amenities or views.
- . Limit all non-public signs to monument-type design.
- . Prohibit flashing or moving signage.
- . Emphasize use of low profile signage integrated into architectural and landscaping features.
- . Encourage low intensity lighting.
- . Ensure minimization of lighting spillover into stream corridor and adjacent uses.

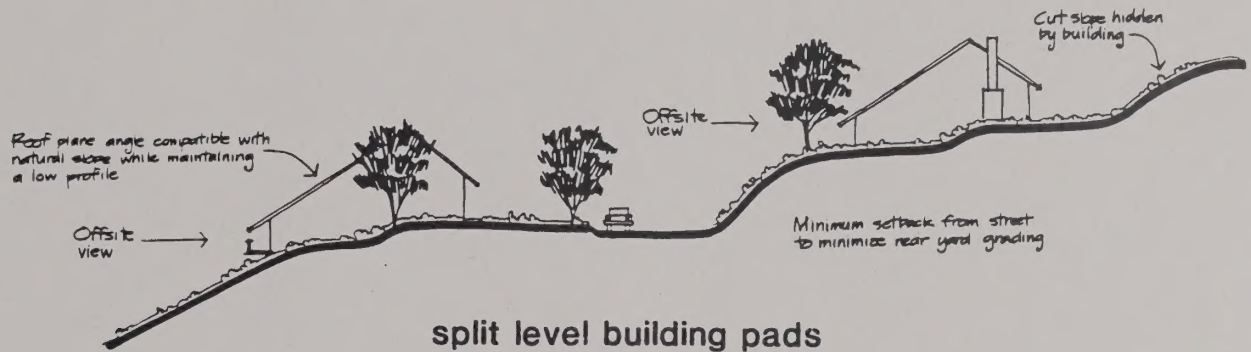
Site Planning

- . Ensure views along and across stream corridors are maintained and enhanced, including from bridge crossings.
- . Maximize orientation of structures toward the water corridor.
- . Encourage sensitive edge treatments along water courses through variable structure setbacks and strategic location of open space buffers.
- . Provide for the preservation of significant and sensitive wildlife habitats and indigenous vegetation resources.
- . Maximize integration of recreation opportunities and open space along stream corridor edges.
- . Cluster development, where appropriate, to allow maximization of open space.
- . Ensure adequate flood protection measures are contained within all site plans.

6.1.3 Hillsides/Undeveloped

Architecture

- Ensure structures are adapted to hillside topography to minimize grading, maintain and enhance views and address public safety hazards.
- Ensure variety in structure types and design details within development proposals.
- Encourage use of split-level pads to minimize grading requirements.
- Ensure structures incorporate fire retardant features to minimize spread of brush fires.
- Ensure scale of individual structures and entire developments respect the scale of natural landforms.
- Allow multi-story structures to minimize site coverage.

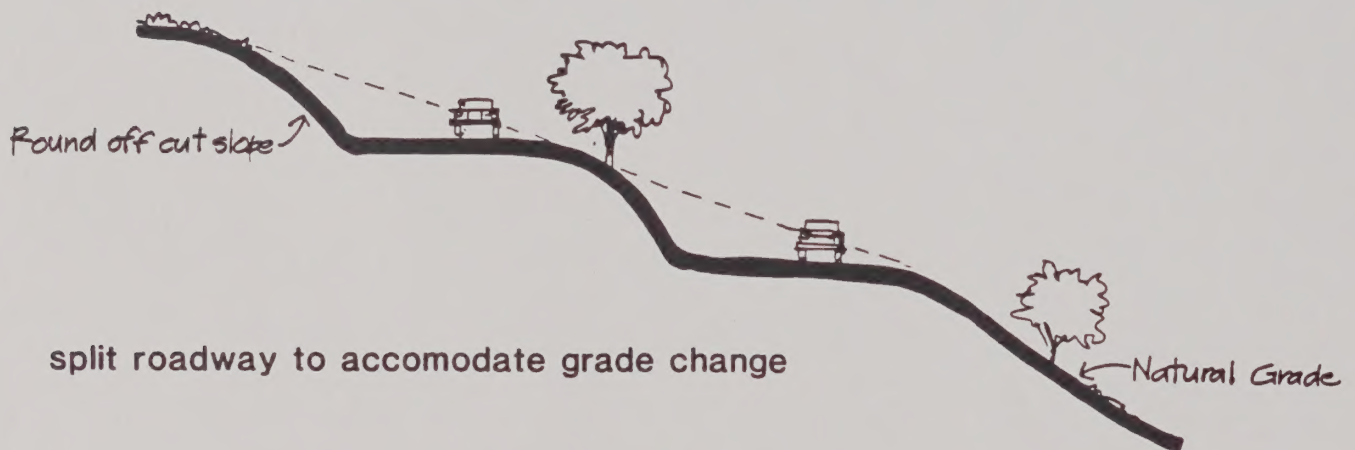


Landscaping

- Require revegetation of graded slopes with native plant species, whenever possible, to retain natural character, maintain views and contribute towards slope stabilization.
- Ensure fire protection fuel modification zones utilize plant materials that provide a gradual transition to natural vegetation to avoid hard planted edges.
- Utilize indigenous plant species and those reflective of a Mediterranean climate in planting plans.
- Ensure, whenever possible, plants used on graded slopes are drought tolerant and fire resistant native species.
- Utilize clustered, informal planting plans that reflect the natural hillside conditions.
- Minimize the removal of existing vegetation during development.
- Ensure landscaping frames and accentuates views and does not obstruct views.
- Encourage landscape designs and plantings that require minimum maintenance.

Lighting and Signage

- Maximize consolidation of informational signage.
- Integrate signage into architectural styles and landscape themes.
- Prohibit flashing or moving signs.
- Encourage use of monument signage.
- Encourage use of directional lighting and full cut-off fixtures which minimize spillover of lighting to adjacent properties and in a vertical direction.
- Encourage overall low intensity lighting programs in hillside developments.



Site Planning

- Maximize open space and minimize site coverage. (Amended by Resolution No. 8-88, adopted January 13, 1988)
- Structures should be sited in a manner that are sensitive to significant natural features of the land including drainage courses, ridgelines, native vegetation, wildlife habitat and rock outcroppings.
- Maintain the visual integrity of major ridgelines through the use of low profile clustered structures.
- Avoid horizontal bands of development and long structures with unbroken facades.
- Utilize varied site plan features such as variable front, rear and sideyard setbacks; varied size and shapes of lots; and variable positioning of structures.
- Encourage siting of residential structures on stable hillsides to protect the character of the canyon terrain.
- Use creative architectural solutions in large lot estate development to minimize grading requirements.

- . Retain natural landform character by utilizing contour grading that varies slope gradients and provides a smooth, rounded transition to existing grades.
- . Ensure roadways follow the natural contours and are designed to maintain hillside landforms and minimize grading.
- . Consider use of split-level roadways, one-way streets and non-standard road widths.
- . Ensure provision of adequate emergency vehicular access.
- . Integrate safe pedestrian and bike travel into the circulation system.
- . Avoid vehicular, pedestrian and equestrian crossing of natural drainage courses; however, when necessary bridges should be used.
- . Maintain natural drainage courses whenever possible, where they must be improved to handle increased storm runoff, design should use natural materials.
- . Parking facilities should be adapted to hillsides as follows:
 - Avoid on-street parking,
 - Cluster off-street parking areas,
 - Incorporate parking within structures or locate on upslope portion of lot.

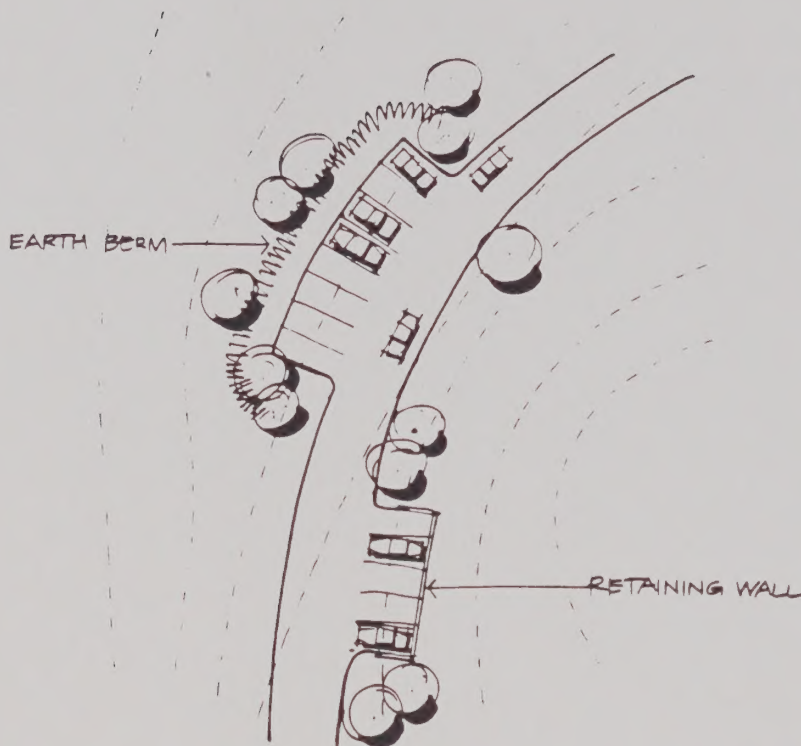
6.1.4 Mission Gorge Road Corridor

Architecture

- . Ensure scale of structures reflects the level of activity in that location and is compatible with adjacent uses through visual buffers if necessary.
- . Encourage creative/innovative design treatments at focal points and activity nodes.
- . Ensure facades are enhanced by architectural details which provide interest and variety.
- . Ensure long linear buildings are broken into segments that are recessed or projected forward.
- . Maximize integration of pedestrian areas into architectural designs to achieve indoor/outdoor relationship at commercial and public use areas.
- . Provide design features that deal imaginatively with noise (acoustical features, window orientation, etc.).

Landscaping

- . Provide accent plantings, enriched paving and other thematic features (ex: bollards, raised curbs) at major intersections and activity nodes.
- . Provide formal street tree plantings that ensure continuity through repetition and establish a street corridor theme.
- . Provide median plantings (and enriched paving) that enhance views with trees, shrubs and ground cover. Plantings should not obscure views to allow maximum travel safety, legibility of signage and driver orientation.

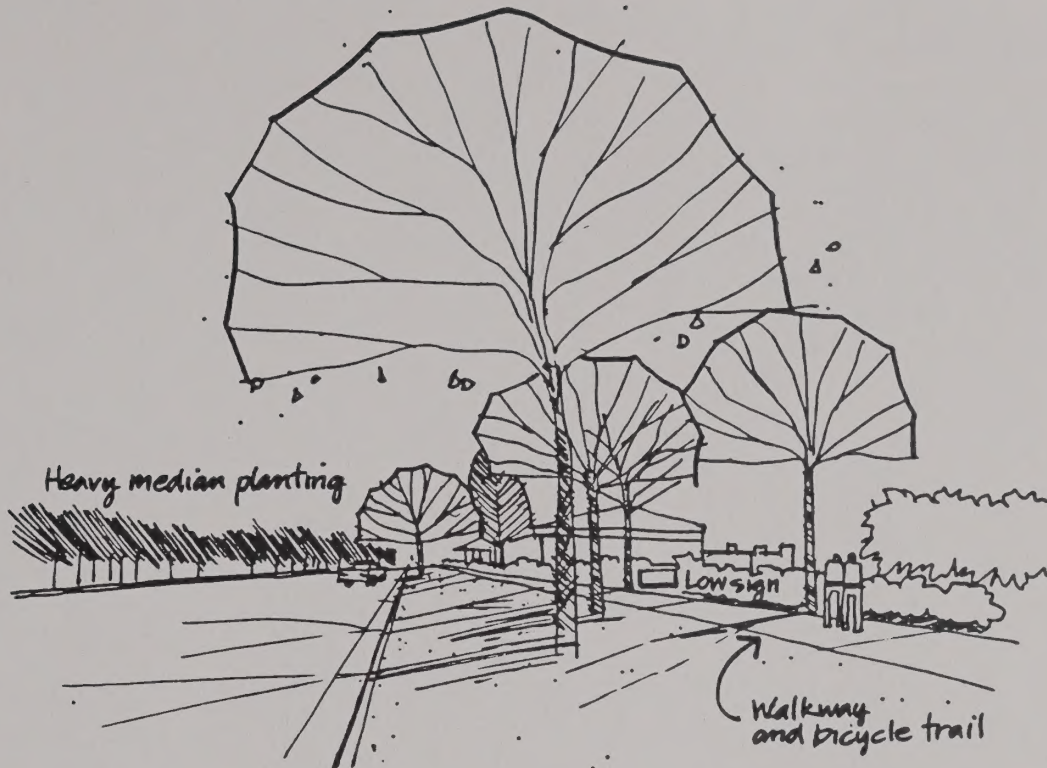


clustered off street parking

- . Provide roadway edge plantings to reduce impacts of paving/hardscape, buffer adjacent uses and accentuate road character.
- . Select plant materials to include consideration of minimum maintenance (drought tolerant, low maintenance, pollution tolerant) features.
- . Ensure hardscape areas are designed for minimum maintenance.
- . Ensure street tree planting frame and accentuate views.
- . Utilize landscaped berms and mounds to obstruct views into parking lots adjacent to the roadway.

Lighting and Signage

- . Prohibit flashing or moving signage.
- . Maximize consolidation and grouping of informational and commercial signage.
- . Minimize freestanding signage.
- . Ensure signs do not disrupt visual continuity or views and are adequately set back from the roadway.
- . Encourage high quality thematic commercial signage that is integrated with the scale and style of architectural and landscaping designs.
- . Provide consistency with regard to street lighting fixtures style and location.
- . Minimize spillover of private lighting through use of directional, full cut-off and non-glare fixtures.

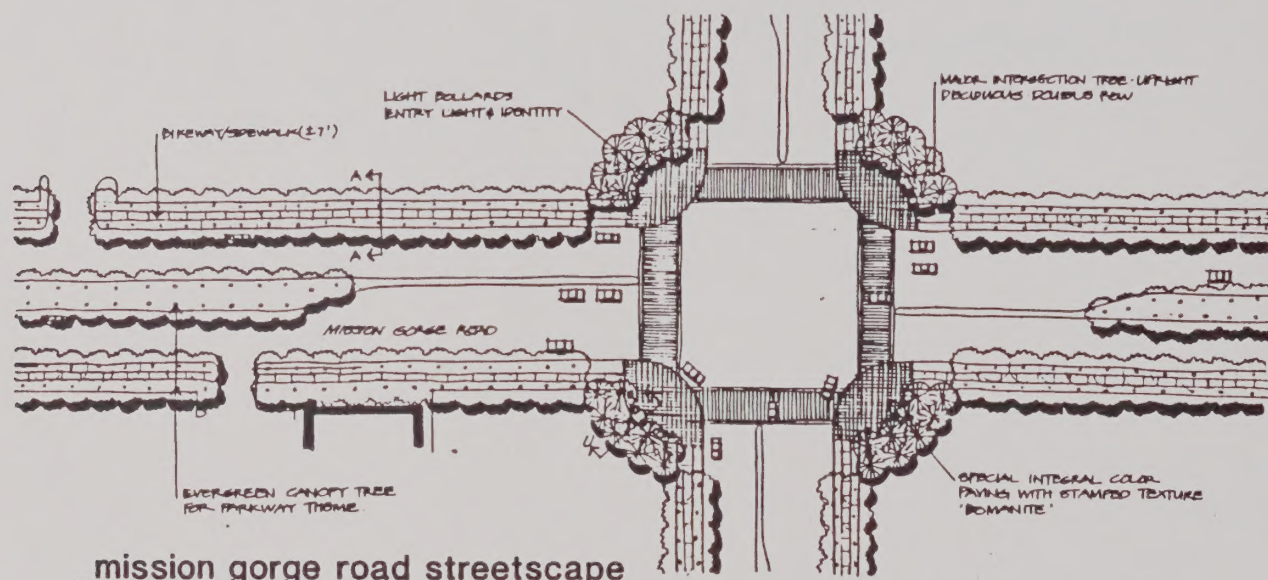


commercial area edge treatment

Site Planning

- Provide for variety with regard to structure setbacks which allow for landscaped buffers, safe pedestrian movement and overall visual continuity.
- Ensure sidewalks and trails are adequately buffered from traffic lanes.
- Provide planted medians to establish a parkway streetscape and vary function and size of the median depending on adjacent land uses.
- Ensure medians provide adequate traffic controls and allow safe turning points at intersections and at strategic mid-block locations where major access is provided for:
 - Consolidated commercial centers,
 - Parcels which share a single access point,
 - Parcels with shared parking areas, and
 - Public facilities and emergency/health care centers.
- Encourage access from developments, where feasible, that utilized adjoining collector streets and avoids direct access to Mission Gorge Road.
- Promote the minimization of curb cuts to provide for increased traffic safety, pedestrian and bicycle movement and design continuity.
- Consolidate parking areas between adjacent lots where feasible.

- Encourage lowering of parking area grades to minimize visual impacts with the street corridor.
- Accommodate and accentuate mass transit stops to ensure rider safety and locate adjacent to higher density residential uses.
- Avoid long block walls parallel to the street corridor; where necessary, include relief in wall facade, use a combination of construction materials and utilize a combination of landscaped berms and low walls.
- Ensure taller structures are adequately set back from roadway to maintain the visual continuity of the corridor.
- Encourage the location of outdoor public areas that are integrated with commercial uses and mass transit facilities.



6.2 Development Review Procedure

The Development Review Procedure Ordinance is used by the City to review development proposals for commercial, industrial and multiple residential developments. It allows the City to review proposals in terms of land use compatibility and structure and site design features. The objectives, policies and guidelines established by the Community Design Element shall be used to assist the City in the Development Review process, and they provide a framework for developers to utilize in preparing plan submittals that address community design objectives.

6.3 Zoning

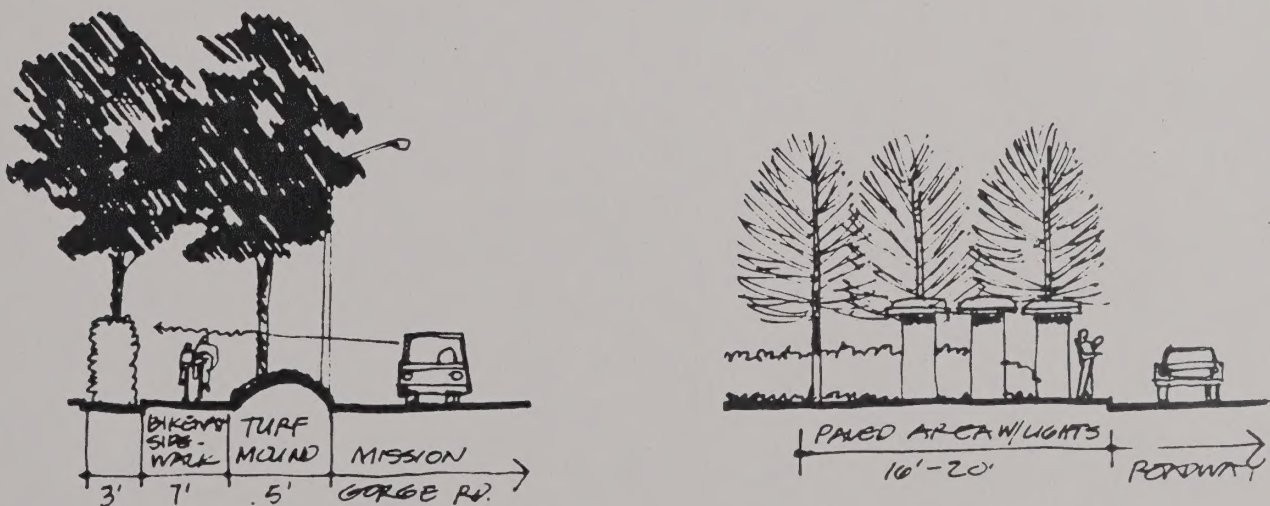
Zoning ordinances can be utilized to implement design objectives, policies and guidelines on a parcel specific basis.

The City has adopted the County of San Diego Zoning Ordinance as an interim zoning procedure. Adoption of the General Plan will require a comprehensive review and update of the existing zoning regulations to ensure, in part, that provisions are adequate to implement and are consistent with the Community Design Element.

6.4 Redevelopment/Development Incentives

The City has an adopted Redevelopment Plan which established procedures and funding mechanisms to redevelop properties. As part of the redevelopment process, the Community Design Element will be utilized to provide overall redevelopment design objectives, policies and guidelines.

The City should consider the use of incentives offered to developers to achieve high quality/innovative design within the City. The incentives could take the form of zoning flexibility, provision of public improvements, low interest loans, etc. In this way a public/private partnership can be formed that, among other purposes, achieves community design goals.



mission gorge road edge treatments

6.5 Design Standards

The City should consider utilizing the General Plan as a base for preparation of more detailed design studies for specific areas of the City. The Mission Gorge Road Corridor and Town Center site should be considered priority study areas. (Amended by Resolution No. 38-A-87, adopted March 11, 1987)

6.5.1 Mission Gorge Road Design Standards (Added by Resolution No. 38-A-87, adopted March 11, 1987)

In accordance with the Objectives and Policies of the General Plan, specifically the Community Design and Scenic Highways Elements, design standards for coordinating the architecture, access, signage and landscaping of properties within the Mission Gorge Road corridor should be imposed as part of the City's zoning permit and subdivision map review processes. Future City improvements to Mission Gorge Road should also be consistent with these standards. It is emphasized that the greatest benefits will be obtained through the use of all four design elements in concert.

These design standards are intended to serve as "guidelines" to direct future development, since it is recognized that full implementation of the standards may not be appropriate for all properties along Mission Gorge Road because of existing development patterns or property sizes and configurations. In applying these design standards, it must be remembered that the objective of the General Plan is to both improve the appearance and enhance the viability of commercial properties within the Mission Gorge Road corridor.

Architecture

Commercial properties within the Mission Gorge Road corridor occur within six distinct areas of concentration or nodes. To consolidate commercial uses, including strip commercial uses, into functional units, it is necessary to create a feeling of entry and destination within each commercial node. Each node should have an individual architectural theme. Future new development and the rehabilitation of existing structures should be consistent with the theme. Themes which lend themselves to both new construction and the remodeling of existing buildings include Mediterranean, Turn-of-the-Century, and Rustic/Western. Each of these heritage themes are presently found along Mission Gorge Road. Modern interpretations of these themes are acceptable.

Architectural design addresses not only the functions of buildings, but also building style through materials detailing colors, textures, and the configuration of the building. Buildings should be complimentary to their surrounding environment. Buildings should address site planning through the use of setbacks, parking, landscaping, entries and special features, such as plazas or fountains.

Mediterranean - A Mediterranean theme includes Mission and Spanish styles. Materials should include stucco, rough sawn wood for trim and accents, tile roofs, slump stone block, glazed tile accents and tile paving. Architectural form would include arches, gable or hipped roofs, deep-set mansards and parapets. Special features would include fountains and covered arcades.

Turn-of-the-Century - This style includes many forms of Victorian and 19th Century architecture. Appropriate building materials include brick, painted clapboard, painted vertical tongue and groove and wood shingles. A variety of forms are in keeping with this style including gable roofs and flat roofs with decorative parapets. Special architectural features include bay windows, period lamp posts, awnings and canopies, and molding.

Rustic/Western - This architectural style is exemplified by the use of rough sawn vertical or horizontal wood siding, wood shingles, and stone. Building forms include gable roofs, porches and false fronts. Special features would include covered walkways and wooden lamp posts.

Design Standard No. 1 - All future new commercial construction and remodeling shall conform to Mediterranean, Turn-of-the-Century or Rustic/Western architectural themes. Project designs should be limited to the specific architectural theme for each commercial node as shown on Figure 28; however, when found to be justified by specific circumstances such as may occur with remodeling another theme may be used.

Signage

In addition to individual wall signs on businesses, common entry signs for several businesses should be provided. This would also assist in the identification of common entry driveways. Sign design should be compatible with the surrounding area.

Design Standard No. 2 - Coordination of monument entry signs to identify several individual commercial properties and common access points shall be encouraged.

Design Standard No. 3 - All signs shall be reviewed for their compatibility with the immediately surrounding area and the Scenic Corridor designation of Mission Gorge Road.

Access

With future improvements to Mission Gorge Road and the construction of median dividers, left turn access to individual properties will be restricted. In order that medians not be detrimental to businesses, entry points to several properties should be consolidated. Site planning can be enhanced through the varying of building locations and parking areas on individual properties.

CITY OF SANTEE GENERAL PLAN



Commercial Designations



Commercial Nodes

FIGURE 28

MISSION GORGE ROAD – DESIGN STANDARDS



Design Standard No. 4 - Common access points and parking easements shall be encouraged among individual parcels in order to allow coordinated site planning, improved access, and improved traffic safety.

Landscaping

To provide a theme or cohesive thread tying all of Mission Gorge Road together, a coordinated streetscape design is necessary. The use of the same variety of tree along all portions of the street with each node having different median designs and landscaping along the sides of the road would accomplish this purpose. This is also consistent with the intent of providing each commercial node with a separate identity; although, streetscape designs should be carried out through residential areas as well. Selected street trees should provide shadow and canopy effects which would be both aesthetically pleasing and beneficial by providing shade and lowering street temperatures.

In addition to center divider landscaping, a coordinated streetscape design along each side of the roadway should also be required. A landscaping and buffer area of sufficient width to separate pedestrians and bicyclists from both parking and the street should be required. At major intersections, public and private improvement plans must be coordinated to create special treatments.

Design Standard No. 5 - Each commercial mode shall contain unique median and bordering landscaping designs.

Design Standard No. 6 - A theme street tree for Mission Gorge Road shall be selected and used in all landscaping designs.

Design Standard No. 7 - Landscaped buffers shall be provided along both sides of Mission Gorge Road. On the south side, the buffer shall average 30 feet in width from the curb (20 feet from property line) with a 20 foot minimum width. A five foot meandering walkway within the right-of-way shall be provided. On the north side, the buffer shall be 35 feet in width behind the curb with an eight foot bicycle path and a five foot meandering walkway. Both paths shall be located within 25 feet of public right-of-way behind the curb. If State Route 52 is constructed between Mast Boulevard and Fanita Drive, then the bicycle path shall be provided on the south side of a realigned Mission Gorge Road instead of on the north side.

Design Standard No. 8 - Public and private improvement plans shall be coordinated to create special treatments at the following Mission Gorge Road intersections: Mast Boulevard, Mesa Road, Fanita Drive, Carlton Hills Boulevard, Cuyamaca Street, and Magnolia Avenue.

6.6 Citywide Gateway Program

(Added by Resolution No. 123-87,

adopted August 26, 1987)

Purpose

Different gateways may serve many different purposes depending on the location and nature of the improvements. An example of this is the Prospect/Magnolia gateway which adds landscaping and screens undesirable views thereby improving Santee's image as well as defining the City entrance.

Each gateway site shall serve one or more of the following purposes:

- denote City boundary,
- provide an entrance into the City,
- improve Santee's image,
- beautify particular site.

Locations

There are over one dozen points along Santee's periphery where surface streets cross the City boundary. Most of these are minor residential streets which serve only local residents and would not be considered as gateways to the City.

1. Seven gateway sites have been identified along Santee's existing circulation system (Figure 29).

Future Gateways

The number of locations of gateways will increase over time due to:

- city annexations,
- street extensions,
- new streets,
- new freeways,
- new freeway off-ramps.

Gateway signs should be located at the off-ramps of the proposed extensions of State Routes 52 and 125.

Location Criteria

The gateways should be located on major roads which serve a significant volume of traffic entering the City.

The gateway signs do not necessarily need to be located directly at the City boundary. Consideration will be given to site constraints such as available land, visibility, and setting. Medians should be considered as first locations (Figure 30).

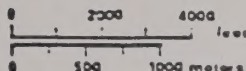
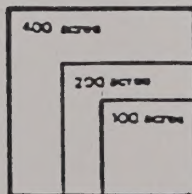
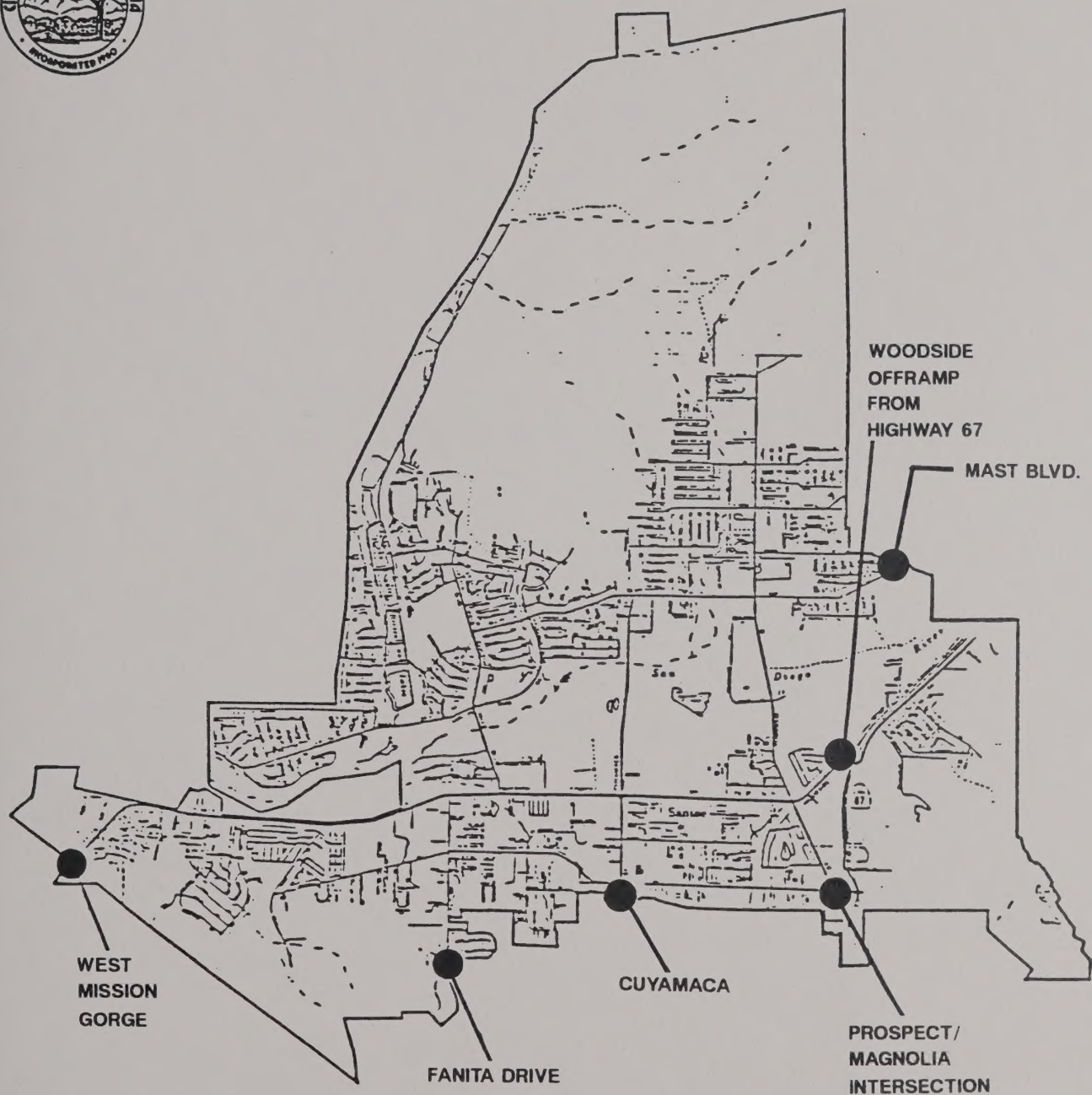
The signage should be located in a setting which makes a positive statement about the City and not adjacent to a use or blighting element which would reflect poorly on Santee's image.

CITY OF SANTEE GENERAL PLAN



FIGURE 29

SANTEE CITY GATEWAYS



CITY OF SANTEE GENERAL PLAN



FIGURE 30

PROTOTYPICAL GATEWAY MEDIAN



Design Considerations

To create a cohesive, unified system of gateways, site specific designs should be consistent with the gateway prototype (Figure 31) in regards to materials, copy and letter style. Adjustments may be made to the size and shape to fit a particular site. Locations within medians are preferable; although, individual site designs may vary the locations.

The design of individual gateway improvements shall take into consideration the circumstances of each site to determine which improvements are desirable (i.e., screen wall, paving, additional landscaping).

The gateway signs and improvements will be designed to be consistent with the scale of roadway they are found on. Larger roads and intersections will require a larger sign and/or other improvement such as landscaping to make them noticeable.

The gateway shall be designed with consideration to safety and shall not create any traffic hazards.

The gateway shall be coordinated with other design features such as street tree planting and median design.

Implementation

There are a variety of ways in which the City could obtain the land and funds for the placement and construction of gateway improvements. The method chosen for a particular gateway would depend on the circumstances for each individual site.

Gateway construction should be done in conjunction with street improvement projects wherever possible.

For sites which adjoin vacant but developable land, the gateway improvements could be required as conditions of approval when the site is developed.

Alternative types of funding (street improvement funds, grants) shall be examined and used whenever possible.

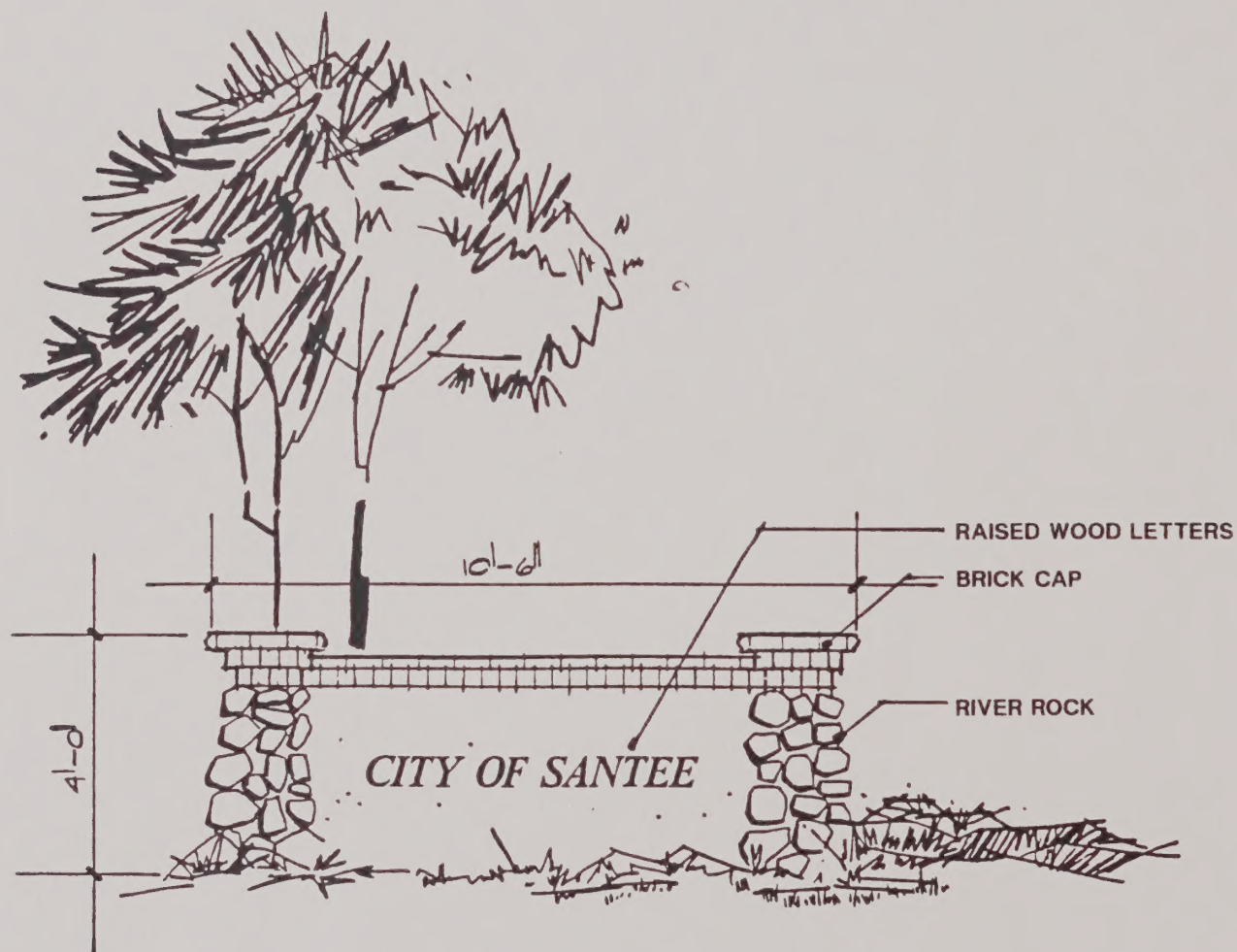
The General Fund could be used as a source if other types of funding do not become available in a timely manner.

CITY OF SANTEE GENERAL PLAN



FIGURE 31

PROTOTYPICAL GATEWAY SIGN



Prototypical Gateway Sign

GLOSSARY

DEFINITIONS

GLOSSARY

LAND USE ELEMENT

Density shall be defined as the number of dwelling units per acre.

Dwelling Unit shall be defined as a single unit providing complete, independent living facilities for one or more persons.

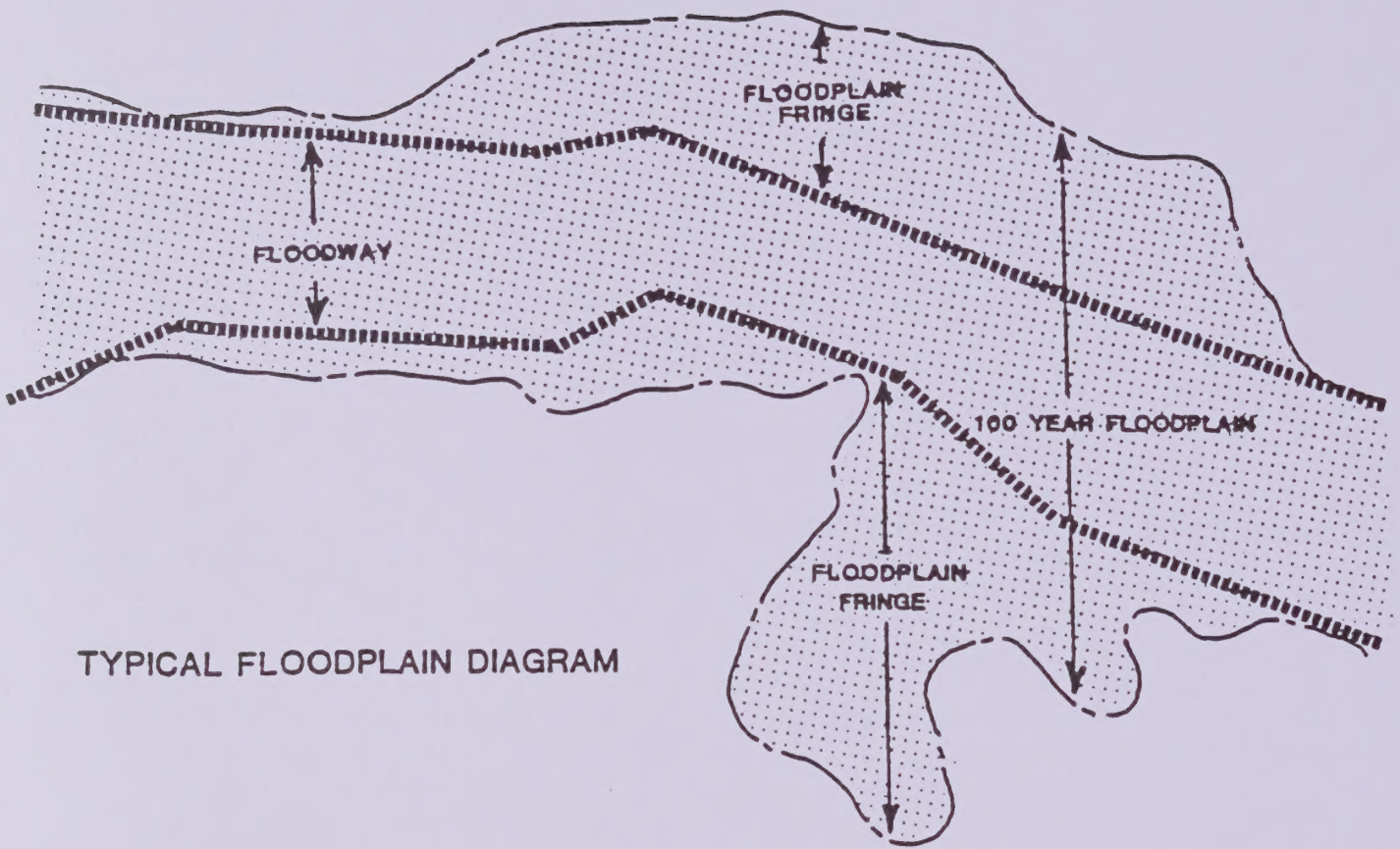
Flood shall be defined as a general and temporary condition of partial or complete inundation of normally dry land area lying outside the normal stream channel as a result of one or more of the following occurrences or conditions -- the overflow of inland waters, or the unusual and rapid accumulation or runoff of surface waters from any source.

Flood, 100-Year shall be defined as a flood estimated to occur at an average of once in 100 years (one percent frequency of occurrence), determined from an analysis of historical flood and rainfall records.

Floodway shall be defined as the area of land necessary to pass a 100-Year Flood without increasing the water surface elevation of more than one foot at any point as a result of anticipated development within Floodplain Fringe.

Floodplain shall be defined as the area of land, including both the Floodway and the Floodplain Fringe, which are subject to inundation of a 100-Year Flood level.

Floodplain Fringe shall be defined as the area lying in the Floodplain that is not within the Floodway. This is the only area within the Floodplain which may be developed. Any development which does occur must be above the 100-Year Flood level.



TYPICAL FLOODPLAIN DIAGRAM

Open Space shall be defined as an area of land or water which is essentially unimproved with manmade structures, which through specific action by the City of Santee has been recognized to have value to its citizens for reasons including but not limited to the following: (1) open space for the preservation of natural resources, plant species or fish and wildlife habitats; (2) areas necessary for management of mineral and agricultural resources; (3) open space for outdoor recreation, or which has significant scenic, historic or cultural value, or which provides access to rivers, streams, natural habitats or open space reservations; and (4) open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions, unstable soil areas, floodplains, and areas presenting high fire risks.

Planned Development shall be defined as a large, integrated development located on a single building site, or on two or more building sites which may be separated only by a street or other right-of-way. In such development, the land and structures shall be planned and developed as a whole in a single development operation or a series of operations in accordance with a detailed, comprehensive plan encompassing such elements as the location of structures, the circulation pattern, parking facilities, open space, and utilities, together with a program for provision, operation and maintenance of all areas, improvements, facilities and services provided for the common use of the persons occupying or utilizing the property.

Setback shall be defined as a required, specified distance between a building or structure and a lot line or lines.

Zone shall be defined as a mapped area to which a uniform set of regulations apply.

RECREATION ELEMENT

Local Parks are those parks providing for recreational uses in proximity to the homes of Santee residents, in contrast to regional facilities which serve the entire County. They generally are less than 200 acres and may be in the form of mini-parks, neighborhood parks, or community parks.

Mini-Parks refer to small areas no larger than two acres. They may serve any age group, depending on the needs of the neighborhood. They may include play apparatus, paved areas, sandpits, wading pools, or they may simply be planted in grass. They generally serve a population of at least 500 people within a radius of one-eighth to three-eighths of a mile.

Neighborhood Parks generally serve a population of 2,000 or 5,000 or approximately the same population and area served by an elementary school. They generally range in size from 2 to 20 acres. In urban areas, Neighborhood Parks generally do not effectively serve residents living more than one-fourth to three-eighths mile from the park, nor do they adequately serve more than 5,000 people. They should be planned and located adjacent to elementary schools in order to provide a full range of outdoor and indoor activities for children and family groups. In many areas, the Neighborhood Park will also serve adults. They should provide for three main types of recreation: open areas of passive recreation and relaxation; active sports areas for baseball, basketball, and other court games; and a neighborhood center for neighborhood groups such as Boy Scouts, senior citizen groups, craft classes, etc. A typical Neighborhood Park may include the following: playlot (preschool children); play area (elementary school children); paved multi-purpose courts; nature study and quiet areas; open, free play areas; sports field; instructional swimming pool, wading pool; family picnic area; senior citizens' center area; neighborhood center building; off-street parking; and undesignated open space for buffer areas and expansion.

Community Parks generally range in size from 20 to 200 acres. They supplement the Neighborhood Parks by providing for activities that require more space and for specialized functions which must serve a larger population in order to be justified. The Community Park generally serves the same constituency served by a junior or senior high school - 10,000 to 25,000 population within a radius of 1 to 3 miles. They should be located adjacent to a secondary school in order to promote joint use of the building and sports facilities. They serve as the Neighborhood Park for the immediate environs. A typical Community Park may include the following; playlot (preschool children); play area (elementary school children); paved multi-purpose courts; slab for dancing; nature area/outdoor wading pool; family picnic area; senior citizen building and area; community center building; tennis complex; archery range; outdoor theater/special events area; golf practice holes; off-street parking; and undesignated open space for buffer areas and expansion.

Regional Parks serve the entire County and usually are at least 200 acres in size. Some are left primarily in their "natural state" while others will have both natural areas and extensive development.

Trails in this Element shall mean paved or unpaved paths for nonmotorized (equestrian, hiking and jogging) uses.

CONSERVATION ELEMENT

Aquifer shall be defined as water-bearing rock that will yield groundwater in usable quantities to wells and springs.

Construction quality sand shall be defined as sand having a size gradation suitable for the production of concrete or plaster.

Borrow pit shall be defined as an area that has been excavated or scraped to obtain a resource such as soil, minerals, or fill material.

Groundwater shall be defined as water that occurs beneath the land surface and fills the pore spaces of the rock material in which it occurs. When water wells are drilled, it is groundwater that is withdrawn.

High Interest Species shall be defined as all plant and animal species that are considered to be Endangered, Rare, of Declining or Depleted Status (including Audubon Blue List species), as defined and classified by the California Department of Fish and Game, the California native Plant Society, the U.S. Fish and Wildlife Society, and the International Union for the Conservation of Natural Resources.

Mineral Resources shall be defined as aggregate materials believed to be acceptable for commercial use. The term includes all usable aggregate materials that may be economically mined in the future, regardless of whether a permit has been obtained for their extraction.

Mining Waste shall be defined as the residual of soil, rock, mineral, liquid, vegetation, equipment, machines, tools, or other material or property directly resulting from, or displaced by surface mining operations.

Reclamation shall be defined as the combined process of land treatment that minimizes water degradation, air pollution, damage to aquatic or wildlife habitat, flooding, erosion, and other adverse effects from surface mining operations, so that mined lands are reclaimed to a usable condition which is readily adaptable for alternate land uses and create no danger to public health or safety. The process may extend to affected areas surrounding mined lands, and may require backfilling, grading, resoiling, revegetation, soil compaction, stabilization or other measures.

Riparian habitat shall mean streamside vegetation.

Ruderal shall mean a weedy type of plant that has established itself in an area disturbed by man.

Surface mining operations shall be defined as all, or any part of, the process involved in the mining of minerals on mined lands by removing overburden and mining directly from the mineral deposits, open-pit mining of materials naturally exposed, mining by the auger method, dredging and quarrying, or surface work incidental to an underground mine.

Watershed or drainage basin shall mean the land area from which water drains into a river, stream or smaller drainage.

OPEN SPACE ELEMENT

Open Space Easement shall mean a grant by an instrument whereby the owner relinquishes to the public, either in perpetuity or for a term of years, the right of the owner and any subsequent owner to construct improvements upon the land except as may be expressly reserved in the instrument. The Open Space easement may also regulate any grading, fill or other change of the character of the land.

NOISE ELEMENT

Decibel - abbreviated to dB. A unit for describing the amplitude of sound.

Sound Pressure Level - 20 times the logarithm to the base 10 of the ratio of the sound pressure to the reference pressure which is 20 micropascals (20 Pa). Units are dB.

A-Weighted Sound Level - The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise. Abbreviated to dB(A).

Equivalent Energy Level - Abbreviated to Leq. The sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period.

Exceedance Percentile - The sound level exceeded for a certain percentage of the total time period. Abbreviated to Ln.

Day-Night Average Sound Level - Abbreviated to Ldn. The 24-hour average of the A-weighted sound pressure level, with the noise levels between 10:00 p.m. and 7:00 a.m. increased by 10 dB(A) before averaging takes place.

Community Noise Equivalent Level - Abbreviated to CNEL. Similar to Ldn except that noise levels between 7:00 p.m. and 10:00 p.m. are also increased by 5 dB(A) in addition to the 10 dB(A) nighttime weighting. CNEL is used mainly to describe the noise around airports.*

Noise Contours - Lines of equal noise impacts. Noise contours are normally drawn at 5dB intervals.

Ambient Noise Level - Sometimes called background or residual noise level. Ambient noise is the composite from all sources near and far which make up the normal or existing noise environment at a given location.

Intrusive Noise - that noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency and time of occurrence, tonal or informational content, and the level of the prevailing ambient.

Average Daily Trips - Abbreviated to ADT. The average number of vehicles passing a certain location any one day, taking into account weekdays, weekends, holidays, vacations and seasonal variations.

Development - Any physical development including, but not limited to, residences, commercial or industrial facilities, civic buildings, hospitals, schools, airports or similar facilities.

Noise Sensitive Area - The building site of any residence, hospital, school, library or similar facility where quiet is an important attribute of the environment.

*Note: The values of Ldn and CNEL are normally within +/- 1 dB of each other.

SEISMIC SAFETY ELEMENT

Active Fault - An active fault is one that exhibits separation in historic time or along which separation of Holocene deposits can be demonstrated. If Holocene deposits are not offset, but numerous epicenters have been recorded on or in close proximity to the fault, a classification of active may be used.

Alluvium - Surficial, stream-deposited materials that have undergone no significant cementation or consolidation; typically loose sands, gravels, or clays deposited in valleys and other drainage areas in the last 11,000 years.

Bed - A layer or tabular body of sedimentary rock greater than 1 cm thick, that lies essentially parallel to the surface or surfaces on or against which it was formed.

Bedding - The arrangement of sedimentary rock in layers that are more than 1 cm thick.

Bedding Plane - The surface that separates each successive layer of a sedimentary rock from its preceding layer.

Bedding Plane Fault - A fault that parallels a bedding plane.

Cementation - The process by which loose sediments become cohesive sedimentary rock through the addition of natural cementing agents such as calcium carbonate, iron oxide, or silica.

Clast - An individual constituent, grain, or fragment of rock, produced by weathering of a larger rock mass.

Expansive - Refers to a clayey soil that will expand and contract with change in moisture content.

Fault - A fracture in rock along which there has been displacement.

Fine-grained - A general term used to describe grains between 1 mm and .05 mm in size.

Formation - A general term used in describing soil or rock masses that have been mapped as distinct units.

Fracture - A general term for any break in a rock mass.

Friars Formation - The Friars Formation is composed of beds of brown, red, and green mudstones and claystones alternating with loosely to, moderately well-cemented, fine- to medium-grained, light gray to brown sandstones. The thickness of these beds ranges from 2 to 40 feet or more. Recent studies by various geotechnical firms have confirmed that the Friars Formation contains a significant cobble conglomerate bed 25 to 50 feet thick and lying at an elevation of approximately 450 feet.

Inactive Fault - A fault is classified inactive when a fault trace exhibits no separation of Holocene deposits or if the fault is overlain by unfaulted Pleistocene deposits.

Intensity - Intensity refers to the degree or strength of shaking at a specified place. It is based on the energy released by an earthquake but is a rating assigned by an experienced observer using a descriptive scale with grades indicated by roman numerals from I to XII. Intensity is rating of the severity of damage producing properties of the ground motion at a specific location. The scale of measurement is based upon the sensations of persons and upon physical damage to structural and man-made objects. The most widely used and accepted intensity scale is the Modified Mercalli Intensity Scale (Appendix B).

Interbedded - A term used to describe soil or rock material lying between beds, or lying in a bed parallel to other beds of a different material.

Joint - A surface of actual or potential fracture or parting in a rock.

Landslide - Any mass movement that occurs below the soil mantle that is caused by shear failure along one of several surfaces.

Liquefaction - Liquefaction is a process or condition in which a soil mass below the water table suddenly loses its strength during shaking, such as an earthquake, and behaves like a fluid. The primary factors affecting the potential of a soil to liquety are: proximity of water table to the ground surface; soil type; relative density or void ratio; initial confining pressure; intensity of ground shaking; and, duration of ground shaking. In general, poorly graded materials are more susceptible to liquefaction than are well graded materials, and of the poorly graded materials, fine sands and silts tend to "liquefy" more readily than do coarse sands, gravelly soils or clays. Typically, soils containing more than about 30 to 40 percent (by weight) clay particles have a very low potential for liquefaction.

In general, Modified Mercalli Intensities on the order of VII may create sufficient ground shaking to cause liquefaction of very susceptible deposits. As the intensity of seismic event increases, the range of susceptible deposits also increases.

Magnitude - Magnitude is related to that energy which is radiated from the earthquake source in the form of elastic waves. Basically, magnitude is the rating of a given earthquake related to the earthquake energy released in the hypocentral area and is independent of the base of observation since it is calculated from measurement on seismograms. It is expressed in ordinary numbers and decimals. Magnitude was originally defined by C. F. Richter as a logarithm (base 10) of the maximum amplitude of a seismogram at a distance of 100 km (62 miles) from the focus. For other distances or for instruments of other types, conversion to the standard is accomplished.

Massive - A general term used to describe homogeneous sedimentary rock that is free of joints and bedding planes.

Matrix - The natural material in which a rock clast is embedded. In a rock in which certain constituents are much larger than the others, the smaller sized constituents compose the matrix.

Medium-grained - A general term used to describe grains larger than 1 mm and smaller than 2 mm.

Mudstone - A rock composed of indefinite and varying proportions of clay, silt, and sand.

Poorly Sorted - A general term used to describe materials composed of nonuniform-sized constituents.

Sandstone - A consolidated sedimentary rock composed of cemented sand grains.

Sedimentary Rock - A term used to describe rock formed from a sediment (generally composed of sand- to clay-sized particles).

Silt - Applies to unconsolidated rock particles that are greater than .005 mm and less than .05 mm in size.

Siltstone - A consolidated rock composed predominantly of silt.

Slopewash - Soil and rock material that is or has been transported down a slope by running water not confined to channels.

Soil Creep - An imperceptibly slow and continuous downward and outward movement of soil on a slope.

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